REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,180.—New Series. BOMBAY :—TUESDAY, FEBRUARY 13, 1872. Annual Subscription in Advance.....Rupees Forty-two.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year "	" 24
Three Months "	" 14
One Month "	" 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	" 2 8
Third do	" 2 8
Fourth and succeeding insertions	" 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ " "
Third and succeeding	2½ " "

In the Native Languages, double the above.

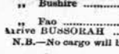
For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. Sharp, will be despatched on TUESDAY, the 13th February .872, at 4 P.M.

Feb. 1872.		Feb. 1872.
Leave BOMBAY 13	Leave Colombo	22
" Ratnagiry 14	" Galle	23
" Vingorla 14	" Negapatam	26
" Goa 15	" Madras	29
" Mangalore 16		March.
" Cannanore 17	" Cocconada	2
" Tellicherry 17	" Visagapatam	3
" Calicut 18	" Bimlipatam	3
" Beypore 18	" Gopaulpore	4
" Cochin 19	" False Point	5
" Alleppy 20	Arrive CALCUTTA	6
" Tuticorin 21		

This route is the most expeditious and economical for Passengers for the Neilgherries District, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship CASHMERE, 1,028 Tons, 200 H. P., Commander J. Avery, will be despatched on FRIDAY, the 16th February 1872, at noon.

Feb. 1872.		March 1872
Leave BOMBAY 16	Leave BUSSORAH	.
Arrive Kurrachee 20	Arrive Fao	.
Arrive ,, ... 21	,, Bushire	8
,, Muscat 23	,, Linga	13
,, Bunder Abbas 25	,, Bunder Abbas	15
,, Linga 27	,, Muscat	17
,, Bushire 29	,, Guadur	19
March.		
,, Fao 2	Leave Kurrachee	24
Arrive BUSSORAH 3	Arrive BOMBAY	25

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatches a Steamer to Kurrachee every FRIDAY from January 26th, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Scott, will be despatched on FRIDAY, the 23rd February, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LIVERPOOL
(Via SUEZ CANAL.)
To be despatched this Month.

THE fine new S.S. RED GAUNTLET, Captain Mann, 1,429 Tons, Classed 100 A 1. 300 Horse Power effective, will be despatched as above.

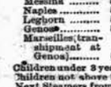
This Vessel is fitted with supe for accommodation for Passengers, embracing the most recent appliances likely to conduce to their comfort.

Plans of the accommodation may be seen, and further particulars learned, on application to

REMINGTON & Co., Agents.

Bombay, 12th February 1872.

FOR LIVERPOOL.
To be despatched early in March.



MESSRS. JOSEPH HEALD & Co.'s New and Powerful Steamship HUTTON, 1,500 registered tons, J. Carter, Commander. This fine Steamer has extensive Passenger accommodation of a very superior description.

RATES ARE—

1st CLASS to SUEZ	£30
Di to to LIVERPOOL	£50
2nd CLASS to LIVERPOOL	30

exclusive of Wines, &c., which however can be procured on board at moderate prices.

For further particulars apply to

THOMAS STEUART &c., Agents.

"WILSON LINE."
LIVERPOOL, VIA SUEZ CANAL

THE S.S. ORLANDO, 1,437 Tons, will be despatched again on the 25TH FEBRUARY. This favourite Steamer is now well known for speed and comfort, and offers a favourable opportunity to intending Passengers. Her accommodation is superior and well ventilated, and the passage will, under ordinary circumstances, not exceed 30 days. A liberal table is kept. She carries a Surgeon and Stewardess.

First Class	Rs. 500	Second Class	Rs. 300

For Passage apply to

GRINDLAY, GROOM, & Co.

Bombay, 2nd February 1872.

"WILSON" LINE.
LIVERPOOL VIA SUEZ CANAL.
(To follow the Orlando.)
The Fine New Steamer
VIRAGO,
1,800 Tons, 250 H.P. (Nom.), will be despatched on the
20TH MARCH,

HAS excellent accommodation for First and Second Class Passengers, and will carry a Surgeon and Stewardess.

RATES OF PASSAGE MONEY,
exclusive of Wines and Spirits, which can be had on board :—

	First Class.	Second Class.
TO SUEZ	Rs. 300	Rs. 200
TO LIVERPOOL	,, 300	,, 200

For further particulars apply to

GRINDLAY, GROOM, & Co.

STEAM FROM BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE Magnificent Full-powered Screw Steam-ship DILSTON CASTLE, 22 years (Highest Class), 1,031 Tons Register, 140 H. P. Nominal, is intended to be despatched positively on the 15th March 1872.

Her splendid accommodation for Passengers is replete with every luxury.

FARES.

1st CLASS TO LIVERPOOL	£45
,, SUEZ	£30
,, MALTA	£25

Exclusive of Wines and Spirits, which can be had on board.

For Passage only, apply to Messrs. KING, KING, & Co., where Plans of the Cabin may be seen.

For Freight and further particulars apply to

BLAY and MACKINTOSH,
Elphinstone Circle.

STEAM COMMUNICATION WITH ITALY.
(Via SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.
The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.
(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Including Wines. Without Food.
Suez	36	22	9	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—

INDIA, on FRIDAY, 1st March 1872.
ARABIA, on MONDAY, 1st April 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents for the Italian Steam Navigation Company.

Bombay, 30th September 1871.

SHIPPING.

OVERLAND ROUTE.
On Monday, the 19th February, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. MIRZAPORE, (3,329 tons and 600 H.P.) Captain A. Parsh, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Ottessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

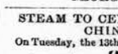
The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.
On Tuesday, the 13th February, at 3 P.M., from Mazagon.



THE P. and O. Co.'s S. S. ELORA (1,737 tons and 300 H.P.), Captain W. B. Hall, will be despatched as above carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, Calcutta and Australia.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any parcel of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 10th February.

GEORGE F. HENRY, Superintendent.

THROUGH TICKETS TO PARIS VIA BRINDISI FOR £55, INCLUDING TRANSIT IN EGYPT.

THE S.S. NEERA, sailing 15th instant, has accommodation for a few First-Class Passengers. THROUGH TICKETS will be given as above per STEAMERS of the ITALIAN COMPANY from Alexandria to Brindisi, and thence by Rail via the Mont Cenis Tunnel.

STEARNS, HOBART, & Co.

Bombay, 8th February 1872.

LIVERPOOL, VIA SUEZ CANAL.
CALLING AT MALTA AND LISBON.
Leaving on 21st instant.

THE fine new Steam Ship DERBY, 1,299 T. R., Captain Newman, will be despatched hence as above. She has superior and well ventilated accommodation for First Class Passengers.

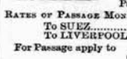
Rate to Liverpool ..... Rs. 450,
Exclusive of Wines and Spirits, which can be had on board.

For Freight or Passage apply to

WALLACE & Co., Agents.

Bombay, 9th February 1872.

WILSON LINE.
LIVERPOOL, VIA SUEZ CANAL.



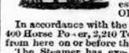
THE ss. ERATO, 1,482 Tons, Register, will have despatch on the 10th March. She has excellent accommodation (amidships) for first-class Passengers.

Rates of Passage Money, exclusive of Wines and Spirits :
To SUEZ ..... Rs. 300
To LIVERPOOL ..... ,, 500

For Passage apply to

GRINDLAY, GROOM, & Co.

STEAM COMMUNICATION WITH RUSSIA, VIA SUEZ CANAL.



THE RUSSIAN STEAM NAVIGATION, TRADING, and ODESSA RAILWAY COMPANY have established a regular Service between ODESSA and BOMBAY.

In accordance with the above, the Steam-ship NACHIMOFF, 600 Horse Power, 2,210 Ton, Captain Greeks, will be despatched from here on or before the 17th instant.

The Steamer has excellent accommodation for a few Passengers at the following rates :—

	1st Class.	
To SUEZ	£ 37	Including Wines.
,, PORT SAID	£ 32	
,, CONSTANTINOPLE	£ 36	
,, ODESSA	£ 40	

For Freight, &c., apply to

H. BOMANJEE, TOUCHE, & Co., Agents.

Bombay, 9th February 1872.

NOTICE.—Consignees of CARGO per Ship MOFUSSILITE, from London, are requested to SEND OFF BOATS alongside immediately for their respective GOODS as they come to hand, failing which they will be landed by the Captain at the risk and expense of the consignees.

Captain Rae will not be responsible for the contents or condition of any package after it leaves the ship's deck.

REMINGTON & Co.,
Agents for Captain Rae, Ship Mofussilite.

Bombay, 7th February 1872.

NOTICE.—The British India Steam Navigation Company, Limited, is prepared to BOOK CARGO at a through rate for Penang, Singapore, Hongkong, and Shanghai. The Cargo will be transhipped at Point de Galle to the Steamers of the Messageries Maritime Company.

For full particulars apply to

W. NICOL & Co., Agents.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE engaged and BAGGAGE Received and Shipped.

PAY and FUND ALLOWANCES realized.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS, and NAPOLEONS supplied.

BILLS GRANTED on MESSRS. GRINDLAY AND CO., LONDON, at the EXCHANGE of the DAY.

APPROVED DRAFTS on CALCUTTA and MADRAS, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of Payment received at par.

GRINDLAY, GROOM, AND CO.,
BOMBAY.

Correspondents.
GRINDLAY & Co., London. GRINDLAY & Co., Calcutta.

SALES BY AUCTION.

CRAWFORD and COMPANY,
3, Marine Street, Bombay.

FOR IMMEDIATE SALE ON COMMISSION.

A VICTORIA PHAETON, by Somerville, in good order, with a pair of handsome Bay Stud-bred Geldings, 8 years old, free from vice, and believed to be sound. The Horses go in single harness also.

A good second-hand BILLIARD TABLE, in good order, with lamps, cues, balls, &c., complete.

A few boxes of Jules Robin's Brandy, No. O—P—Price Rs. 20 per dozen.

CRAWFORD & Co.

Bombay, 13th February 1872.

MEHRJEE, JOHNSTON and COMPANY,
No. 25, Apollo Street.
NOTICE.

The Property situated at Lowar Chall advertised for Sale on WEDNESDAY, the 14th day of February 1872, through us by H. W. PAYNE, Esq., Mortgagee's Solicitor, has been postponed until further orders.

MEHRJEE, JOHNSTON & Co.

Bombay, 13th February 1872.

MENESSE and COMPANY.

AUCTION SALE OF KEROSINE OIL.

THIS DAY TUESDAY, the 13th February, at 2 P.M., Messrs. MENESSE and Co. will sell by Public Auction, in No. 15 Godown, C are Bunder, on account and risk of Goolamaly Essufally.

351 Cases Kerosine Oil.

A deposit of 25 per cent. will be required on the lots being knocked down.

On THURSDAY, the 15th February, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale at their Rooms, of a quantity of Grey, White, and Coloured Piece Goods, Twist, &c.

7 Bales Grey Shirtings,
5 ditto Grey Domestics.
3 Cases White Longcloths.
On account of the concerned—
H. M. F. and Co.—1 Case damaged White Longcloth.

FOR SALE ON COMMISSION.
Japanese Lillies.

MENESSE & Co.

Bombay, 13th February 1872.

BENNETT and COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome Household Furniture, Plated, Glass and Porcelainware, a handsome English-built Buggy, Choice Plants, &c., at Malabar Hill.

On TUESDAY, the 20th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his Residence, at the above-mentioned place, the valuable and handsome household furniture, &c., the property of G. Norman, Esq.

Catalogues will be publi-hed, and the property will be on view, 3 days before the day of sale.

AUCTION SALE of very valuable and handsome Household Furniture, best Chelsea and Crockery and Glassware, a handsome Riding Horse, Plants, &c., at Malabar Hill.

On WEDNESDAY, the 21st, and THURSDAY, the 22nd inst., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence, at the above-mentioned place, the very valuable and handsome Household Furniture, Plated, Glass and Porcelainware, &c., the property of the Hon'ble H. P. St. G. Tucker.

Catalogues will be published, and the property will be on view 5 days before the day of sale.

BENNETT & Co.

Bombay, 13th February 1872.

THOMAS D. MARSHALL'S
LADIES' BOOTS,
Beautifully made and moderate in Price.

THE NEW ILLUSTRATED CATALOGUE,
with Particulars of Special and Convenient Arrangements for Indian Residents, post free to India.

Prepared Kid Walking Boots, Elastic or Button, Fancy Toes, Military Heels, Rips. 6d. New designs in Enamelled or Glove Kid, for Croquet or Promenade, 21s. Elastic Hose Boots, soft mock kid or Satinette, 8s. 6d.

Orders should be accompanied by pattern boot or paper pattern of sole the size required, and remittance crossed "Bank of England."

Prepaid Orders, if over £5, CARRIAGE FREE TO BOMBAY, CALCUTTA, OR MADRAS.

THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

NEW ADVERTISEMENTS.

BOMBAY HUNT SKY MEETING.—As TUESDAY, the 20th of February, has been set apart as a DAY of THANKSGIVING for the RECOVERY of H. R. H. THE PRINCE OF WALES, these Races have been POSTPONED to WEDNESDAY, the 28th of February.

P. A. R. OLDFIELD,
Hon. Secretary, Bombay Hunt Sky Races.

S.S. "ORLANDO," FROM LONDON AND HULL.

NOTICE TO CONSIGNEES.—We beg to NOTIFY the ARRIVAL of the above STEAMER. The entire Cargo will be landed immediately, an Consignees are requested to SEND their DELIVERY ORDERS accompanied by bills of Lading, for our INSPECTION and COUNTERSIGNATURE, and to TAKE DELIVERY without delay of their respective GOODS from the Custom House Bunder.

WALLACE & Co.,
Agents for Captain Dodge, s.s. Orlando.

Bombay, 12th February 1872.

MISLAID or LOST in 1864 or 1865, from the Office of the late Mr. William H. Crawford, Solicitor, a CERTIFICATE for eight BRITISH and EASTERN BREWING COMPANY'S SHARES, numbered 732 to 739, originally granted in the name of Mr. GEORGE TAYLOR.

The public are warned against advancing money or in any way taking these Shares as securities. Any one who can give information regarding the above is requested to intimate the same, in writing, to A. RUSTOMJEE, at the Office of Messrs. Kirby and Fletcher.

TENDERS will be received by the Acting Municipal Commissioner, up to 17th instant, for WATERING the STREETS and ROADS during the year 1872.

A list of the Roads and Streets required to be watered may be seen at the Office of the Undersigned, where also full particulars may be obtained by personal application.

The Commissioner does not bind himself to accept the lowest or any tender.

By Order of the Municipal Commissioner,
RIENZI WALTON, C. E.,
Acting Executive Municipal Engineer.

Bombay, 12th February 1872.

FOR SALE, a large PHAETON and a PARK PHAETON, suita le for one or two Horses, with Harness, and in good order.—Apply at the Portuguese Chapel house, Middle Colaba.

STETSON'S PATENT RUBBER STAMPS,

THE BEST HAND STAMP IN THE WORLD.

INDISPENSABLE FOR OFFICE USE.

ALL BUSINESS MEN SHOULD USE THEM.

THE GREATEST INVENTION OF THE AGE.

MADE TO ORDER IN A FEW HOURS.

FIFTY CANVASSING AGENTS WANTED.

SOUNDY & CO.,
Sole Agents for
STETSON'S PATENT RUBBER STAMPS,
BOMBAY.

TRADE Y MARK.

ROBERT YOUNGER'S PALE ALE.

In Casks of 4 doz. Quarts	Rs. 20 per Cask.
,, 8 ,, Pints	,, 28 ,,

Apply to the Godown-keeper.

GRENDON, TIPPETT, & Co., Sole Agents.
9, Rampart Row.

FOR SALE, at the Godowns of the Undersigned, at N. 5, Church Gate,—

SHERRIES—J. Cockburn & Camp ell	at Rs. 25	per Dozen.
Do. Carbonell & Co	,, 30	,,
Do. J. Sandeman & Son's	,, 24	,,
Do. Warnham, Meadle, & Hope's	,, 24	,,
Do. M. F. Quinsaus & Son's	,, 20	,,
Do. do. old pale dry	,, 28	,,
CHAMPAGNE—Kunart pere et fils	,, 21	,,
Do. do. Qts.	,, 41	,,
Do. do. Magnums	,, 82	,,
Do. Arthur H. Browning's Qts.	,, 24	,,
BRANDIES—Raynal & Co.'s superior Qts.	,, 24	,,
Do. Rouviecan & Co.'s 3 Daggers	,, 16	,,
CLARET—R. H. Mege & Co. St. Julien	,, 12	,,

EWART, LATHAM, & Co.

CHOICE SPARKLING WINES;
In cases of 1 doz. Quarts and 2 doz. Pints.

Champagnes :

		Cash. Rs. a.	Credit. Rs. a.
GIESLER'S "For India"	Qts., per doz.	32 0	36 0
Do. do.	Pts., ,,	21 0	23 0
JULES MUMM'S "Finest Dry"	Qts., ,,	36 0	40 0
Do. do.	Pts., ,,	20 0	22 0

Hocks :

SUPERIOR SPARKLING	Qts., per doz.	32 0	36 0
Do. do.	Pts., ,,	18 0	20 0
EHRENBREITSTEIN (*exquisitely delicate*)	Qts., ,,	38 0	42 0
Do. Do.	Pts., ,,	21 0	23 0

Moselles :

SUPERIOR SPARKLING	Qts., per doz.	32 0	36 0
Do. do.	Pts., ,,	18 0	20 0
"NONPAREIL" (finest)	Qts., ,,	36 0	40 0
Do. do.	Pts., ,,	20 0	22 0

Charge for examination and re-package, Rs. 2 per case.

CHOICE LIQUEURS.

TREACHER & Co. (Limited).

EDUCATION IN ENGLAND.

LULWORTH LODGE, BIRKDALE PARK, SOUTHPORT, LANCASHIRE.

MISS THOMSON receives a limited number of young Ladies, to whose mental culture and religious training her entire time is devoted. Resident Foreign and English Governesses; also Visiting Professors.

The salubrity of this favourite Watering-place, distant from Liverpool twenty miles, renders it a desirable residence for Delicate Children, or those from abroad.

CARSON'S
ORIGINAL ANTI-CORROSION PAINT.
PATRONISED BY THE QUEEN,
The British and Indian Governments,

It is extensively used for all kinds of Out door Work, as Iron, Wood, Stone, Brick, Compo, &c., &c., and stands A TROPICAL SUN WITHOUT BLISTERING.

Lasting twice as long as common paint. Can be easily applied by any person, requiring simply to be mixed with Raw Linseed Oil.

White, Light Stone, Buff, Cream, and Portland Stone Colours, Lead, Chocolate, Reds, Oak, Purple, Brown, and Black. Greens and Blue.

WALTER CARSON & SONS,
La Belle Sauvage Yard, Ludgate Hill, London.
Caution.—All Casks bear the Trade Mark.

Agent for
The Archimedean Lawn Mower.
Particulars on application.

J. W. BENSON,
Watch and Clock Maker to H. R. H. the PRINCE OF WALES.

PRIZE MEDALS—LONDON, DUBLIN, & PARIS.

Steam Factory for Clocks and Watches,
LUDGATE HILL & OLD BOND St., LONDON.

ESTABLISHED 1749.

Merchants, Shippers, & Wholesale Buyers,

ARE specially invited to obtain from the Manufactory the ILLUSTRATED CATALOGUE of WATCHES, CLOCKS, CHAINS, JEWELLERY, &c., before sending their Orders elsewhere, as not only are the discounts liberal, but a selection can be made from the large stock in the world.

Orders can be sent direct to the Manufactory (Ludgate Hill), or through Merchants or Shippers in England.

WATCHES—To suit all climates, all countries, all tastes, and the occupations of every one, 200,000 have already been sold, and are in all parts of the world, at prices from 2 to 200 Guineas.

WATCHES—Chronometers, Chronographs, Keyless, Repeaters, Levers, Horizontals, for Ladies and Gentlemen.

CLOCKS—For Dining and Drawing Rooms, Carriages, Churches, Hall or Shop, Perpetual Calendars, Wind Dial, &c.

JEWELLERY—Specialities in Monograms, Diamonds, Crystals, and Fine Gold, for Bridal and other Presents.

SILVER AND ELECTRO PLATE—For Presentation, Racing, Dinner a la Russe, or Tea Tables, &c., &c.

Watches sent safe by Post to all parts of the world.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE and BLACKWELL, London, and was sentenced by Mr. Justice Pigot to

TWO YEARS' RIGOROUS IMPRISONMENT;

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, Shaik Dachoo was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling spurious oilmen's stores, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, Cork corks on which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in India.

ALL WHO SUFFER FROM INDIGESTION SHOULD USE
NORTON'S
CAMOMILE PILLS.
Sold everywhere.
Bottles 1s. 1½d., 2s. 9d., and 11s.

NOTICES.

MASONIC BALL.

A MASONIC BALL will be given in the Masonic Hall, Comballa Hill Road, on TUESDAY, the 27th February 1872. Brethren of both Constitutions are INVITED to SUBSCRIBE. Subscription, Rs. 15. For particulars please to communicate with Secretary, Lodge Perseverance, care of Messrs. THOMSON and Co., Chemists, Fort, or the W. M., 29, Grant Road.

NOTICE.—The Undersigned are prepared to make ADVANCES on the WYNAAD and COORG COFFEE CROPS of the coming Season.

Ed. BAUDRY & Co.

Tellicherry, 22nd January 1872.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition returns insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

NOTICE TO BUYERS OF TOBACCO.—The 47 Packages ex Steamer STIRLING are now all warehoused in the Custom House, so Commanders of Vessels need not incur the CHARGE for DUTY, nor Mofussil Shopkeepers that for Inland of Bombay MUNICIPAL DUES. Average samples of ten different kinds can be seen at the Office of the Undersigned, on TUESDAY, 13th.

JAMES BOGIE,
Agent for G. Campbell & Co., Liverpool.

Bombay, 10th February 1872.

NOTICE.—INTENDING PURCHASERS of AITKEN'S BEER are recommended to send forward their ORDERS to Bombay in anticipation for the moderate parcels per Steamers HUTTON from London, and MIRFIELD from Clyde, due shortly.

JAMES BOGIE, Wholesale Agent.

Bombay, 10th February 1872.

AITKEN'S "FALKIRK" BEER.

THE NOVEMBER SHIPMENT from the Clyde is COMING by Messrs. Smith's Clipper CITY OF LONDON.

JAMES BOGIE,
Bombay, 22nd January 1872. Wholesale Agent.

The subjoined extract of letter from Mr. Aitken to me, received in Liverpool on 4th ultimo, is published for the information of Consumers, as well as for that of Retail Dealers :—

"I am happy to say I have got most flattering accounts of this season's bottling, from some of the nearer markets, where it has already been sold in excellent condition, and I look for you having fine quality to dispose of when you get out."

(True Extract.) J. B.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.
In the matter of Act XXVIII. of the Acts of the Legislative Council of India for the year 1860, and in the matter of PREMCHUND ROYCHUND, a Hindu, Insolvent trader of Bombay.

Upon reading the Affidavit of PREMCHUND ROYCHUND, the Insolvent above named, affirmed in this matter on the Twenty-fifth day of January, and re-affirmed on the Seventh February, instant, and hereunto annexed, marked B ; and on hearing Messrs. MACFARLANE and SKIPSEY, Solicitors for the Petitioner, I order that the said Insolvent trader, PREMCHUND ROYCHUND, do have and he is hereby granted, an ORDER of DISCHARGE under Sections XXIII. and XXIV. of the said Act XXVIII. of 1865, unless on his Order being advertised in the *Bombay Government Gazette* once, and in one English and one Guzerathi Daily Newspaper three times, good and sufficient cause to the contrary is shown before the sitting Judge, in Chambers, on the 23rd day of February, at half-past ten of the clock. And I further order that this Order be forthwith advertised in the manner aforesaid in the said *Gazette* and Newspapers.—Dated this 8th day of February 1872.

L. H. BAYLEY.

MACFARLANE & SKIPSEY,
Solicitors to the said Premchund Roychund.

GREAT EXHIBITION OF FLOWER PLANTS.

NOTICE to the lovers of Plants for ornamenting Gardens, and embellishing Apartments with Flowers.

MESSRS. MARTIN & Co.

beg leave to inform the Ladies and Gentlemen of this City that they have just come direct from Europe and Algiers, with a great assortment of Plants suited for this climate—such as Camelias, Magnolias in double flower, Azaleas, Pionl, Jasmin, Aucuba, Aralia, Rhododendrum, Arbaria, Cactus, Begonias, and Creeping Plants of all kinds, Gisine Rose Flower, Bignonia, &c., &c., &c.

400 varieties of new Rose Plants, all that could be got till now, Hybrid Rose, Remontant Rose, Mouse Rose, Perpetual Rose.

FRUIT TREES OF ALL KINDS.

Pear Tree, Apples, Plum, Cherrie (four of which weigh a pound), Peaches, Gooseberries, Raspberries, 12 various kinds of Vine, direct from Italy, Macadham Chestnuts in the flower, the Strawberry tree, the Marce fig tree with large fruit (every one of which weigh half a pound), Amarily Circantus, and a great quantity of tuberous roots, bulbs flowers of every sort, Jacinth Tulip, flower seeds, vegetable seeds, and a rich collection of plants, the description of which would be too long.

This beautiful collection is now open to the attention of the Amateurs of this city.

Catalogues can be had at Apollo House, Apollo Street, Fort, Bombay.

BOMBAY YACHT CLUB.

A REGATTA will take place on WEDNESDAY, the 21st February, under the patronage of His Excellency The Right Honble Sir William Robert Seymour Vesey Fitzgerald, G.C.S.I., Governor of Bombay, when the following PRIZES will be offered for competition :—

First Race (at 1-30 P.M.)—Sailing Match for Ships' Boats, of any rig or size. No time allowance for tonnage. Entrance fee Rs. 5. First prize, Rs. 75 ; second, Rs. 37½ ; third prize saves her stakes. Entrance Rs. 5.

Second Race (at 1-45 P.M.)—Sailing Match for large Yachts, viz., the Augusta (schooner), Water Queen, Sea Queen, Cinderella, and Ianthe (lateen), handicapped. Entrance Rs. 15. First prize, Rs. 150 ; second, Rs. 75. Third saves her stakes.

Third Race (at 2 P.M.)—Sailing Match for Yachts, of cutter and schooner rigs. Time allowance for tonnage according to Club's scale. Entrance Rs. 10. First prize, Rs. 75 ; second, Rs. 45. Third prize saves her stakes.

Fourth Race (at 2-15 P.M.)—Sailing Match for Ya hts, of fifteen and sliding gunter rigs. Time allowance for tonnage Entrance Rs. 10. First prize, Rs. 75 ; second, Rs. 30. Third saves her stake s if six boats enter.

Fifth Race (at 2-30 P.M.)—Sailing Match for Dubash Boats. No time allowance for tonnage. Entrance Rs. 5. First prize, Rs. 100 ; second, Rs. 30. Third saves her stakes if more than four boats enter.

Sixth Race (at 3-30 P.M.)—Rowing Match for 4-oared Gigs and Jolly Boats, limited to 25 feet over all. Entrance Rs. 5. Not fewer than four boats to start. First prize, Rs. 50 ; second, Rs. 20.

Seventh Race (at 3-40 P.M.)—Rowing Match for 5 or 6-oared Gigs, Jolly Boats, or Ship's Cutters. Entrance Rs. 5. Not fewer than four boats to start. First prize, Rs. 50 ; second, Rs. 30 ; third saves his stakes.

The course for the Sailing Matches will be from stations at flag-ship to a flag-boat moored between Caranjah shoal and Gun Island, rounding it, and leaving it on starboard hand, thence round lunar light ship, leaving it also on starboard hand, and back to flag-ship, passing between flag-ship and the hulk, sailing up the harbour (once round). Yachts of the second race twice round the course ; all others once round.

The course for the Rowing Matches will be from stations at flag-ship to a flag-boat moored about ¼ mile off in the direction of Oyster Rock, rounding it, leaving it on the port hand, and back to the starting point.

The Sailing Rules of the Bombay Yacht Club (ex epting No. 1) will be observed at this Regatta, and such additional regulations as the Committee may think it advissable to make for the occasion.

Entries and entrance money for the different races must be sent in to the Undersigned on or before Noon of FRIDAY, the 16th February, with particulars as to rig and tonnage, and the distinguishing flag intended to be carried.

JAMES MENTEITH BREBNER,
Honorary Secretary.

H. M.'s Shipping Office 3rd February 1872.

BOLTON'S TELEGRAPH AGENCY.

POLITICAL, FINANCIAL, AND COMMERCIAL NEWS SERVICE.

WITH reference to my Circular to the Banks and Merchants of Bombay, I beg to notify that I am prepared to REGISTER the NAMES of INTENDING SUBSCRIBERS to the COMMERCIAL NEWS SERVICE of this COMPANY, which it is proposed to commence on the 1st proximo.

The Public will have seen from the Telegrams published that this Company is in a position to compete with any other Company, either as regards quantity, quality, despatch or delivery of News and it is hoped that Merchants and others will accord it a fair share of their support.

D. AGER, Agent.

13th December 1871.

NOTICE TO SMOKERS, LIKEWISE TO THE TOBACCO TRADE.

MESSRS. Geo CAMPBELL & Co. (whose Agency for Western India the Subscriber has recently undertaken) are freely admitted in Liverpool to be one of the most extensive if not ind

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

MARKET steady for shares. Government Paper in demand, particularly Fours.

ACCOUNT OF THE BOMBAY MUNICIPALITY

FOR THE WEEK ENDING 10TH FEBRUARY 1872.

RECEIPTS.	Budget Estimate	For Past Week.	Present Week.	Total.
	Rs.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Balance on 1st Jan. 1872	.....	.....	.....	1,76,618 6 0
Rates — House, Water, Lighting, & Police	16,03,329	58,2 2 6	22,359 5 6	80,581 12 4
Duties—Town Do. Tobacco, with Licences	4,88,650	62,915 2 10	13,948 6 5	76,863 9 3
Do. Liquor Licences	1,25,000	15,000 0 0	3,200 0 0	18,200 0 0
Conveyances, Licences	1,25,000	33,611 8 0	813 12 0	34,425 4 0
Do. Wheel Tax	8,891	1,273 14 0	.....	1,273 14 0
Market Fees	2,52,00	13,501 1 0	2,798 4 0	16,299 5 0
Halalcore Cess.	2,09,208	25,298 11 0	2,563 5 0	27,772 0 0
Health Department (Conser.)	2,14,758	6,940 2 11	607 5 10	6,947 8 9
Municipal Work shop	12,000	12,000 0 0	.....	12,000 0 0
Municipal Debt	.....	2,863 5 3	186 14 4	3,050 3 7
Deposits	.....	5,946 1 11	650 0 0	6,596 1 11
Advances	.....	2,9.3 1 8	14,359 14 6	16 883 0 2
Miscellaneous — Fines and Penalties	15,500	582 1 3	120 0 0	702 1 3
Do. Recripts	19,000	7,439 3 6	325 3 6	7,755 12 0
Do. Fees	50,286	5,931 5 4	1,567 11 4	7,499 0 8
Do. savings	.....	*41 5 9	48 4 11	*3 0 10
Receipts on Account of Last Year's Assets	.....	600 0 0	.....	600 0 0
T'l Receipts Rs.	30,69,729	254009 6 6	63,4.8 7 4	317,389 8 11
* Less Debits	.....	*41 5 9	.....	*3 0 10
Rs.	.....	253968 0 1	.....	317,386 8 1
Total Rs.	.....	.....	.....	494,004 14 1

DISBURSEMENTS.				
General Superintendence Rs.	1,34,936	16,622 15 4	933 8 8	17,556 8 0
Assessment of Rates, Taxes, &c.	55,53.	4,4'8 11 11	4,264 15 8	8,683 11 7
Collection Department	56,295	6,105 8 10	2,945 11 2	9,051 4 0
Police & Fire Engines	3,54,804	28,101 2 2	128 15 10	28,230 2 0
Public Health Department	7,84,728	98,384 13 0	40,674 0 9	99,058 13 9
Public Works — Establishment Miscellaneous New Work	36,78.	4,743 6 4	7,902 12 8	12,646 3 0
Lighting	2,71,506	20,188 9 3	.....	20,188 9 3
Watering	$ 20,00	14,030 1 6	.....	14,030 1 6
Repairs, roads		5,784 8 10	15 4 5	5,799 13 3
Repairs — Municipal Buildings	14,000	.....	.....	.....
Improvement of Streets	50,000	.....	.....	.....
Water Works, Maintenance	75,924	1,33) 5 8	1 6 10	1,331 12 6
Drainage	2,78,824	100 0 0	576 14 0	676 14 0
Victoria Gardens	8,000	.....	.....	.....
Municipal Workshops	.....	5,426 15 1	72 14 0	5,499 13 1
Municipal Debt	6,02,130	73,201 2 0	2,371 12 9	75,572 14 9
Primary Education	8,500.	565 8 0	.....	565 8 0
Deposits	.....	17,655 0 6	3,299 3 2	20,954 3 2
Advances	.....	4,074 4 3	2,469 7 8	6,543 11 11
Plant & Stores	15,07.	669 13 8	.....	669 13 8
Miscellaneous Payments on Account of last Year's Liabilities	19,442	3,6'0 4 0	204 4 0	3,884 8 0
	.....	35,612 10 4	2,257 6 7	37,870 0 11
Total Disbursements Rs.	30,72,379	300695 12 2	68,118 10 5	368,814 6 4
* Less Credit	.....	.....	.....	.....
Rs.	.....	.....	.....	368,814 6 4
Balance on 10th February 1872	.....	.....	.....	125,190 7 9
Total Rs.	.....	.....	.....	494,004 14 1

T. C. HOPE,
Actg. Municipal Commissioner.

JAMES THORBURN,
Actg. Controller of Municipal Accounts.

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 10th February compared with the statement issued on 3rd February :—

LIABILITIES.	3rd Feb.	10th Feb.
Proprietors Capital :—		
First Issue of 10,000 Shares or Rs. 500 each, fully paid ..... Rs. 50,00,000		
Second Issue of do. of Rs. 100 do. ..... „ 10,00,000		
Reserve Fund, invested in Government Securities	60,00,000	60,00,000
Government General Treasury Balance	5,00,000	5,00,000
at Head Office	392,41,711	388,86,337
Do. do. do. at Branches.	52,97,438	56,86,9:9
Other Deposits	133,55,554	137,27,692
Post Bills	37,738	44,085
Cash Credits, undrawn	7,37,890	9,52,160
Rs.	651,70,351	607,97,203

ASSETS.		
Government Securities	27,67,334	31,57,678
Cash Credits, on Security of Government Paper, Bullion, and Merchandize	10,20,508	97,12,716
Loans, on Security of do do.	24,37,567	24,19,022
Current Accounts overdrawn	9,945	5,500
Bills Discounted	121,89,857	136,11,188
Stamps	7,021	6,936
Dead Stock Rs. 4,92,945		
Amount applied in reduction „ 55,000	4,37,828	4,37,943
Bullion	12,25,388	11,53,411
Cash Balances with Correspondents	6,12,202	4,39,484
Cash and Currency Notes	354 52,350	297,99,078
Rs.	651,70,351	607,97,203

CALCUTTA.—5TH FEBRUARY.

The following transactions were reported :—

In Government Securities :—

4 per cents, a good number of sales at Rs. 98, 98-2 and 98-4, or 2 to 1-12 discount, and again towards afternoon, at Rs. 98-2.

4½ per cents, at Rs. 101.

In shares :—

Bank of Bengal shares, several batches, to different parties, at Rs. 1,435, and a time-bargain contract at Rs. 1,440, for delivery in a fortnight.

Great Eastern Hotel Co.'s shares, at Rs. 155.

SALES AND PURCHASES.

HOLIDAYS continue very firm, and are still undisposed to effect sales at the present prices.

The undermentioned Sales are reported to have been made yesterday by European houses :—

PIECE GOODS.

				Rs. a. p.
500 pieces	Grey Shirtings	40 inch 30 yds.	6 Rs.	4 6 0
500	„ „ „	40 „ 30	6½ Rs.	4 6 0
250	„ „ „	45 „ 39	9 Rs.	6 10 0
1,000	„ „ „	45 „ 39	9 Rs.	6 9 0
500	„ „ „ (Fine)	45 „ 39	9 Rs.	6 11 6
500	„ „ „	40 „ 39	7 Rs.	4 12 6
3,000	„ T. Red Dreses	32 „ 14	„	0 4 12
2,400	„ „ „	36 „ 14	„	0 6 6
150	„ White Shirtings	36 „ 40	„	5 8 0
150	„ „ „	36 „ 40	„	6 0 0
150	„ „ „	36 „ 40	„	6 8 0
150	„ „ „	36 „ 40	„	7 0 0
150	„ „ „	36 „ 40	„	7 8 0

COTTON.

100 candies	New Comrawuttee (ready)	Rs. 270
25 „	Old Barsee	„ 242
50 „	Dhollera	„ 230 to 240
50 „	New Broach M. G.	„ 291
200 „	„ „ „	„ 288 to 290

YARNS.

25 Bales	Mule No. 40	As. 11½ per lb.
22 „	Turkey Red No. 30 to 60	„ 25 3/16 „
10 „	„ No. 40	„ 22½ „

DAILY IMPORTS.—12TH FEBRUARY.

FROM LIVERPOOL.

Atalanta (s), 172 bundles spear, W. Nicol and Co.
Stirling (s), 2 cases hardware, Tyebjee Allybhoy.

FROM LONDON.

Ada (s), 40 cases paper, S. Elmore and Co. ; 26 drums turpentine and 1 cask slate blue, Nuzerally Tyebally and Co.
Mofussilite, 15 cases envelopes, P. S. Kharegat ; 150 casks cement, Heptoola Allybhoy.

FROM TRIESTE.

Sphinx (s), 2 cases drugs, D. S. Kemp and Co.

FROM GLASGOW.

City of Peking, 10 hhds. earthenware, Kurrimbhoy Ebram.

DAILY EXPORTS.—12TH FEBRUARY.

FOR LIVERPOOL.

Jane Law, 50 bales cotton, Finlay Muir and Co.
Prince Patrick, 57 bales cotton, Vittaldass Pitamber ; 5 bales hides, and 5 bales skins, A. S. A. Cadur ; 28 bundles hemp, 27 bundles coir, and 20 bundles coir yarn, P. Eduljee.
Astarte, 1,00 bundles gulls, Soondersey Vagjee.
Augusta, 52 bales cotton, Robertson Brothers.
Durham (s), 52 bales cotton, Mahdowdass Ghella ; 200 bales cotton, E. Spinner and Co. ; 200 bales cotton, Vurjeevan Vulubdass ; 51 bales cotton, Lawrence and Co. ; 100 bales cotton, Dongersee Gopejee ; 105 bales cotton, H. G. Hancock and Co. ; 34 bales cotton, Geordhur Jadowjee ; 3 bales hides, Nensey Gangjee ; 1,063 bundles coir yarn, H. M. Cassum ; 80 bales cotton, Hurridass Soondersee ; 87 bales cotton, H. S. Essa ; 97 bales cotton, Vitul Kucull ; 30 bales cotton, Luckmedass Sewjee ; 120 bales cotton, Bhowan Ramjee.
Stirling (s), 70 packages myrabollams, Doombhoy Merwanjee and Co. ; 1,225 bundles coir yarn, Gheerdurdass Mooljee ; 50 bales cotton, Heerachund Cupoorchund ; 35 bales wool, Khimjee Ramjee ; 6 bales hides, Chandabhoy Allechhoy ; 8 bales skins, Dossajee Esmail ; 325 bales cotton, W. and A. Graham and Co. ; 84 bales cotton, C. S. Nadershaw ; 51 bales cotton, Cursondass Nensey ; 38 bales cotton, Lodhabhoy Khakey ; 39 bales cotton, H. Manuckrau ; 35 bales wool, Khimjee Ramjee ; 34 bales cotton, G. Rohitram ; 73 bales cotton, Herjeevan Vassonjee ; 125 bales cotton, Narondass Pursotum ; 5 bales hides, L. Khakey.
Neera (s), 50 bales wool, Nursey Khuttow ; 11 bales cotton, Shamjee Narounjee ; 100 bales cotton, Dewjee Bhanjee ; 50 bales cotton, Lalljee Enderjee ; 75 bales wool, Jethia Pursotum ; 30 bales wool, Canjee Megjee ; 57 bales wool, Kessowjee Pitamber ; 50 bales cotton, Cursondas Soondersee ; 75 bales cott n. Mooljee Thackersey ; 50 bales wool, V. Amrootlall ; 25 bales wool, D. Muthreedass.
Mirzapore (s), 10 bales cotton, Robertson Brothers ; 75 bales cotton, Gaddum and Co ; 35 bales cotton, Vundravun Kessowjee ; 50 bales cotton, Owen and Okell.
Derby (s), 85 bales cotton, Doongersee Gopejee ; 165 bales cotton, John Campbell and Co. ; 1,400 bundles gulls, Ewart, Latham and Co. ; 900 bales gulls, Gordhun Purseram ; 50 bales wool and 400 bales cotton, David Sassoon and Co. ; 100 bales cotton, anjee Megjee ; 90 bales cotton, L. Khimjee and Co. ; 250 bales cotton, Finlay Scott and Co.
Westminster, 140 cwts. horns, Tyebjee Soolamanjee.
Bella Maria, 30 bales cotton, Thackersy Soondersee.

FOR LONDON.

Khedive (s), 4 boxes indigo, Volkart Brothers ; 2 cases indigo, A. C. timpert and Co.
Ada (s), 425 bales cotton, Ralli Brothers.
Mirzapore, 45 cases dry ginger, Mahomed Ally.
Neera (s), 80 cases gum, Ebram Hosein ; 27 cases fishmaws, A. Munjee ; 100 cases oilmanstores, M. Jewraz.

FOR ODESSA.

Nachimoff (s), 1,900 bales cotton, H. Bomanjee, Touche and Co.
Mirzapore (s), 200 bales cotton, Gaddum and Co.

FOR FALMOUTH.

Ceres, 730 bags myrabollams and 100 cwts. horns, Ritchie, Steuart and Co.
M. de St. Aldegonde, 450 bales cotton, H. Clason and Co.

FOR HAVRE.

Mirzapore (s), 267 bales cotton, H. Bomanjee, Touche and Co. ; 10 bales cotton, Planque, Vinay and Co.
Glenavon, 100 bales cotton, S. Tyebjee.
Ada (s), 85 bales cotton, W. Nicol and Co.

FOR TRIESTE.

Khedive (s), 4 boxes indigo, Volkart Brothers.
Mirzapore (s), 200 bags coffee, H. Bomanjee, Touche and Co. ; 100 bales cotton, Gaddum and Co. ; 160 bales cotton, Nusserwanjee Manockjee and Co.

FOR GENOA.

Mirzapore (s), 100 bales cotton, Nusserwanjee Manockjee and Co.

FOR VENICE.

Mirzapore (s), 100 bales cotton, Nusserwanjee Manockjee and Co.

FOR HONGKONG.

Ellora (s), 75 chests M. opium, Ruttonjee Eduljee ; 120 chests M. opium, David Sassoon and Co., 30 chests M. opium, Heralal Ramgopal ; 28 chests M. opium, Currimbhoy Ebram ; 53 chests M. opium, E. D. Sassoon ; 13 chests M. opium, Rahimbhoy Alladinbhoy ; 19 chests M. opium, Ebram Noordin and Co. ; 15 chests M opium, Rehemoobhoy Habibbhoy ; 14 chests M. opium, N. J. Ebram ; 7 chests M. opium, J. Peerbhoy ; 13 chests M. opium, H. A. N. Momed ; 7 chests M. opium, J. Chetram ; 16 chests M. opium, R. Calooram.
Behar (s), 144 bales cotton, Jeerajbhoy Peerbhoy.
Burmah (s), 25 packages wet dates, E. F. Momed, 100 bales cotton, R. Alladinbhoy.

FOR SHANGHAI.

Ellora (s), 124 chests M. opium, Ruttonjee Eduljee ; 7 chests M. opium, E. J. Ebram ; 27½ chests M. opium, Tarachund Feetaram ; 9 chests M. opium, Rungilal Kadermull ; 11 chests M. opium, Jorawurmul Gunput ; 1 box silver dollars, Ebram Noordin and Co. ; 10 chests M. opium, Dhunraj Chundall ; 8 chests M. opium, Nunsook Sobaram ; 4 chests M. opium, Ragoonath Jugnath ; 10 chests M. opium, Cursetjee Bomanjee and Co. ; 3 chests M. opium, Dulsook Ramsook ; 2 chests M. opium, H. Chuneeram ; 4 chests M. opium, M. Chunelal.

SHIPPING.

ARRIVALS.

Feb.	Vessel.	Commander.	From
12	Bushire Merchant	Nacoda	Singapore, Dec. 23.
	Cashmere (s)	Avern	Bussorah, Jan. 28.

DEPARTURE.

Feb.	Vessel.	Commander.	Destination.
12	Kedive (s)	Steward	Aden and Suez.

The following vessels began to load yesterday :—
Steamer Ada, to London via Havre.
Steamer Behar, to China, &c.
Steamer Oorun, to Cutch.
Steamer Sir J. R. Carnac, to Coast and Goa.
Ship Westminster, to Liverpool.
Ship Astarte, to Liverpool.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—12TH FEBRUARY, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 12th February, 10-55 A.M., Greenwich time. Time in transit, 2 hours 34 minutes.
Via Turkey, 9th February, 2-30 P.M., Greenwich time. Time in transit, 63 hours 42 minutes.
Via Red Sea, 12th February, 12-25 P.M., Greenwich time. Time in transit, 2 hours 31 minutes.

Latest dates from Continent of Europe.

Via Turkey, 11th February, 10-20 A.M., Greenwich time. Time in transit, 3 hours 1 minute.
Via Red Sea, 12th February, 12-40 P.M., Greenwich time. Time in transit, 2 hours 28 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 11th to 9 P.M. of the 12th February is as follows :—

To Bombay.	Max.	Min.
From Calcutta	1 56	0 6
„ Galle	2 18	0 0
„ Karrachee	1 1	0 7
„ Madras	0 55	0 5

MILITARY.

ARRIVALS.—FEBRUARY 12.

McAlister, M.B., Assistant Surgeon, 1st Cavalry, on duty, from Poona.
Halliday, Assistant Surgeon, Medical Staff, on leave, from Broach.
Grant, Major, Madras Staff Corps, on leave, from Secundrabad.
Boyle, C.B., Colonel, 89th Foot, on duty, from Delhi.
Mellise, Lieutenant, Staff Corps, on duty, from Ahmedabad.
Humfrey, Captain, Staff Corps, from sick leave, from England.
Smith, Captain, Bengal Commissariat Department, from furlough, from England.
Jackson, Lieutenant-Colonel, Bengal Stud Department, from furlough, from England.
Worgan, Colonel, Inspector General of Ordnance, on duty, from Mhow.
Moberly, Captain, Madras Army, from sick leave, from England.
Maynard, Captain, Bengal Staff Corps, from furlough, from England.
Gabb, Captain, 2nd Cavalry, on leave, from Deesa.

DEPARTURES.—FEBRUARY 12.

O'Donell, M.D., Surgeon, Bengal Medical Establishment, to join, to Punjaub.
Mellise, Lieutenant, Staff Corps, on duty, to Poona.
Dela Voye, Lieutenant, 56th Foot, on duty, to Poona.
Neill, Lieutenant, 1st Regiment C. L. Horse, to join, to Augur.
Lee, Captain, 2-24th Foot, to rejoin, to Secundrabad.
Higginson, Captain, 1st Punjab Infantry, to join, to Bunnoo

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FEES.

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By Order of the Committee,
D. C. BOYD, } Honorary Se-
JOHN PATON, } cretaries.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

WEATHERHEAD—February 11th, at 86, Malabar Hill, Edward Stuart, infant son of the Rev. T. K. Weatherhead.

OTHER PRESIDENCIES.

BIRTHS.

CORBETT—February 7th, at Dum-Dum, the wife of Surgeon W. H. Corbett, 107th Regiment, of a daughter.
KNIGHT—February 8th, at Agra, at the residence of R. B. Duncan, Esq., the wife of Robert Knight, Esq., Bombay, of a daughter.
PATTON—February 5th, at Bangalore, the wife of Mr. T. G. C. Patton, of a daughter.

MARRIAGE.

WHELAN—ALLSOPP—February 3rd, at St. John's Church, Calcutta, by the Rev. J. Stephenson, M. A., assisted by the Rev. W. Crawford Bromehead, M. A., Harry G. Whelan, to Jeannie, third daughter of the late William Allsopp.

The Bombay Gazette.

TUESDAY, FEBRUARY 13, 1872.

The assassination of Lord Mayo has taken away from us one of the best and kindest Viceroys that have ever held rule in India. When the name of Lord Lawrence's successor first became known, there was an incredulous murmur among critics who judge men only by their parliamentary appearances as to the possibility of a nobleman who had certainly not shone as the exponent of Lord Derby's Irish policy in the House of Commons being able to govern India successfully. But Lord Mayo soon showed that he had one qualification for the Governor Generalship—a manly and energetic character—which is worth a good deal more in India than brilliant abilities as an orator and debater. In a speech delivered shortly before he accepted the appointment, Lord Mayo said that his highest ambition was to be a thorough country gentleman, and it may fairly be said of him that he combined in himself the strong common sense, the practical knowledge of business, and the agricultural skill of the English squire, with the genial disposition and easy grace of manner that distinguish the true Irish gentleman. His frank, unaffected, manner charmed all who ever met him in society, and his liberal and tasteful hospitality made him extremely popular with Anglo-Indians ; while, as regards his public duties, no man could have worked with greater diligence or more disinterested zeal to do his duty to the people he had been chosen to govern. On most of the important questions of administration discussed by his Council, he, after careful consideration, gave opinions which were always marked by straightforward clearness and moderation and he was never weary of going about to see the country for himself, and to ascertain what he could do to benefit all conditions of men throughout the country. During the last year or two he took special interest in the Indian Mussulmans, whose legitimate grievances he was most anxious to see redressed ; and it was at his instance that Dr. Hunter published the book in which these grievances were exposed. One of the latest effects, too, of his government has been to excite the interest of the several Indian Universities in the work of improving the education of the Mahomedan community.

That such a man should have been struck down by the knife of an assassin is but one instance the more of the blind fury of that political hate which is born of religious fanaticism. It is idle to assert that a crime so deliberately planned, and so resolutely executed, can have been the act of an ordinary criminal who knew and cared nothing about politics. Following so closely as it does on the murder of Mr. Norman, this still more audacious deed ought to teach us the folly of complacently moralizing, as the London *Times* did the other day, on the chances of the speedy decay of Mussulman fanaticism in India. There is evidently a spirit abroad—and it seems to be nearly as active among the Sikhs as among the Mussulmans—which bodes no good to our rule, and which, as it teaches men to know no scruples in gaining their ends, it would be suicidal for us to overlook or make light of. What we have to do is fairly to face the difficulties and the dangers of our position in India, and to teach the men who use assassination as a political weapon that one distinguished Englishman after another may be murdered but that the state is an organisation far beyond their reach, because its strength and security do not depend on the lives of individual statesmen or soldiers, however eminent these may be.

THE critics of Mr. Hope's letter containing suggestions as to the Controller's future management of the work in the Municipality would do well to understand what the Commissioner's proposal really is before hastily condemning it. Mr. Hope points out that the late Controller failed to do his duty because it is an inherently bad system to appoint a subordinate official in any department to control the accounts of his chief. Nine men out of ten in Mr. Maidment's position would have given way, as he did, to Mr. Crawford in everything instead of endeavouring to check the flagrant mismanagement for which by law he, as well as the Commissioner, may now be held responsible. An effectual control of the Municipal finances can be applied only from without ; and, in addition to the check of a concurrent audit already in force, Mr. Hope proposes to obtain (in accordance with the declared policy of a majority of the Bench) the regular weekly supervision of members of the Town Council, and the independent audit, which was also recently sanctioned by a vote of the Bench, of the Accountant General. The financial results of the change recommended are shown in the following comparison :—

PRESENT COST.	Per Annum.
Controller at Rs. 1,500 a month ..... Rs.	18,000
Concurrent Auditors	4,000
Annual Auditors	2,000
Total .... Rs.	24,000
Or, if the offer of the Accountant General to do the current audit for Rs. 2,000 be acted on ..... Rs.	22,000
MR. HOPE'S PROPOSAL.	
Accountant at Rs. 800 a month ..... Rs.	9,600
Weekly audit by two members of the Town Council, at 2 gold mohurs each per week ..	3,120
Audit by Accountant General	2,000
Rs.	14,700
Or, if the Town Council work gratis (an improbable supposition) ..... Rs.	11,600

There would, therefore, be an annual saving of certainly Rs. 7,000 a year, with the substitution of the public service. Now, the natural question suggests itself, why should not the responsible, that is, the *directing* heads of other professional Departments than the Telegraph, press upon Government the consideration, nay, the obligation of relieving other officers from the burden which their generosity imposes upon themselves, by some arrangement similar to that initiated in the Telegraph Department ? The financial objections may be removed by allowing the men deputed to England only half pay while engaged in learning there, and it is even possible to make a money saving by the measure, though that should be, as it never is, the least consideration of the State where the result is the extended efficiency of the entire working Department concerned. Colonel Robinson's report is a suggestive one, and provokes reflection on other matters than dry statistics or mere descriptive technical details. It is evidenced in it that a vast body of men has been managed, and an important Department worked to perfection by the earnest spirit and far-seeing policy of one man, and one of the principal ideas which are awakened is how much of that spirit and policy can be traced elsewhere as being exerted to the good of the public service and the credit of the State. No definite reply can be afforded by any one ; nevertheless, a very significant opinion may be derived by the perusal of the administration reports which are occasionally, but yet far too seldom, placed at the disposal of the public, who can, from the results reported, trace the causes in some degree. We shall have to say something more, in another issue, on this very interesting document.

ASSISTANT SURGEON J. KELLY, M.D., attached to the 1st Punjab Infantry, has been appointed to the medical charge of Cashmere for the ensuing season.

MAJOR GENERAL POLLOCK has announced his safe arrival in Affghan territory. He suffered no molestation on account of the disturb ances in the Khelat territory.

OWING to the damage that has been done to the crops in many parts of the North-Western Provinces by the late severe hailstorms, the price of grain of nearly all descriptions has risen considerably at Agra, and is expected to rise still higher.

THE *Englishman* is authorized to contradict a statement which appeared in the *Times of India* of the 5th instant, to the effect that Colonel Nassau Lees is a candidate for the Chief Commissionership of Assam. Colonel Lees is not and never was a candidate for any appointment in that pro ince.

THE "Vale of Cashmere" appears to be anything but a Paradise at present. A letter from Camp, near Sreenuggur, to the Agra paper, dated 27th January, says :—"Of rain we have had more than enough ; we have dense fogs and heavy dew-falls, making everything as wet as if it had rained, and the days and nights are bitterly cold. Most strange weather in the hills this time of the year."

LOOKED at in connection with the Looshai Expedition, it is interesting to know that rain fell in Cachar for a day or two in the end of January. The Dacca paper says the rainfall had the effect of rendering the weather exceedingly pleasant and imparting a freshness of appearance to the country quite charming. But how about the effect on the expeditionary force if the rain which has fallen thus early is an indication that this year the wet season will set in early ?

A LARGE number of the Assistant Commissioners in the Punjab have sent a memorial to the Lieut.-Governor, bringing to his notice the slowness of promotion in the Punjab for a considerable time past, "which has injuriously affected their prospects, and which they have reason to fear will continue for the future, unless some steps are taken to remedy it." The Lieut.-Governor has given his best attention to the memorial, but regrets that he cannot see how any improvement can be effected.

THE following revised schedule of trade tax, proposed to be adopted in the Simla Municipality, has received the sanction of the Hon. the Lieutenant-Governor of the Punjab :—Traders whose annual profits from trade within the said limits shall be assessed at Rs. 4,000 or upwards shall pay Rs. 80 ; not less than Rs. 3,000, but less than Rs. 4,000, Rs. 60 ; Rs. 2,500 to Rs 3,000, Rs. 50 ; Rs. 2,000 to Rs. 2,500., Rs. 40 ; Rs. 1,500 to Rs. 2,000, Rs. 30 ; Rs. 1,000 to Rs. 1,500, Rs. 20 ; Rs 750 to Rs 1,000, Rs. 15 ; Rs. 500 to Rs. 750, Rs. 10 ; and Rs. 300 to Rs. 500, Rs. 6.

IT is believed that the repairs to the Beas bridge will not be completed for the next two years, as, in addition to the damage done to the bridge, a large portion of the east bank has since been washed away, in consequence of the river having changed its course, which will necessitate the lengthening of the bridge by several spans. There were originally twenty-four arches. The abutments formerly on the east bank are now fully a quarter of a mile from the embankment. The temporary road and bridge of boats over the river will, it is thought probable, be washed away on the first great rush of water down the river.

WE (*Englishman*) understand that during the temporary absence, on deputation to England, of Mr. Edward Gay, Deputy Comptroller-General of Accounts to the Government of India, to aid Mr. Edward F. Harrison, C.S., Comptroller-General, in the preparation of the accounts for the Select Committee on Indian Finance, Mr. G. Fitzgerald will act for Mr. Gay. The latter gentleman is, we hear, now busily engaged with several assistants in making himself acquainted with the accounts required. Mr. Fitzgerald will join in March. Mr. Login in the meantime has been entrusted with the signing of the Government Securities on behalf of the Deputy Comptroller-General.

Indian Daily News informs us that the Committee, appointed under the presidency of Mr. H. A. Mangles, to enquire into the system of audit of Commissariat accounts, and into the question of the inter-dependency which should exist between the Commissariat and the Account Department, intend shortly to submit their report to Government. After the operations of the Committee are closed, considerable changes are likely to be made in the system of accounts and audit in the Office of Examiner of Commissariat Accounts. It is also rumoured that in the event of Colonel James, the Examiner, being posted to a Residency, or to the Sind Department, Colonel Sibley, one of the senior officers of the Commissariat Department, and at present one of the members of the aforesaid Committee, is likely to be appointed as Examiner of Commissariat Accounts on increased allowance.

MILITARY ITEMS.

WE are glad to know that Brigadier-General Oliphorts is progressing favourably.

A CORRESPONDENT informs the Jubbulpore paper that the officers of the 11th Madras Native Infantry, stationed at Raipore, have of their own accord abolished their mess altogether. There was only one unmarried officer attached to the regiment.

THE Left Wing of the 35th Regiment Madras Native Infantry, strength 3 officers, 1 lady, 5 children : 327 men, 94 followers, 155 wives, 289 children : with 38 male and 127 female relatives and their 11 children, have been ordered to be moved from Raichore to Nagpore in two equal divisions. The troops of the first division were ordered to leave Raichore on Thursday last, and passed through Poona on Friday night, leaving this station at 3-15 A.M. on Saturday morning, and will arrive at Nagpore to-morrow morning at ten minutes past five o'clock. The troops of the second division were ordered to leave Raichore on Friday afternoon, and arrived at this station at midday on Saturday. They left Poona again at 3-15 yesterday morning, and arrangements have been made for their reaching Nagpore at 5 A.M. on Wednesday morning. Each district manager had orders to accompany the special train over his district.—*Deccan Herald*, Feb. 12.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 12TH FEB.

The correspondence between the Lord Chancellor and the Judges regarding the appointment of Sir Robert Collier to the Judicial Bench has been published. Lord Chief Justice Boville condemns and Justice Willes justifies the appointment. Lord Hatherley reserves giving any explanation till he can do so before Parliament.

OBITUARY —Mr. Joseph Pease.

LONDON, 10TH FEB., AFT.

The Liverpool Cotton Market to-day closed steady.

Fair Dhollera, 8¼d.
Exchange on India, 1s. 11 11/16d. to 1s. 11¾d.
4 per cent. Govt. Securities ..... 96¾.
4½ „ ditto ..... 101.
4¾ „ ditto ..... 108¾.
Consols, 92.

[PER BOLTON'S AGENCY.]

LONDON, 12TH FEB.

It is reported in London that Prince Bismarck has offered to mediate between the Cabinets of London and Washington.

ASSASSINATION OF LORD MAYO.

THE following was issued as an extra edition of the *Bombay Gazette* at half-past seven o'clock yesterday evening :—

"With the deepest regret and pain we have to announce that this afternoon a private telegram was received by the Hon. Mr. Bourke as he was going on board the mail steamer, stating that his brother, Lord Mayo, Viceroy of India, was stabbed by a Mahomedan at Port Blair, in the Andamans, on the 8th inst., and has since died of his wounds.

"No other telegrams giving particulars of the terrible event have yet been received.

"His Excellency the Governor's Ball, fixed for this evening, will of course be put off."

WE have since learnt further particulars, to the following effect :—

Lord Mayo had been the round of the prisons at Port Blair, and was on his way back to the landing-place where the boat lay to take him on board the *Glasgow* (the steamer in which he had come from Moulmein), when a Mussulman convict, who had been in hiding near the shore, broke through the guard and stabbed the Viceroy twice in the back. Lord Mayo died a few minutes afterwards.

The convict's name is Shere Ali. He is a Mahomedan from Peshawur, and was found guilty of murder in 1867, and sent to the Andamans in 1869. The Viceroy's guard, instead of killing the assassin on the spot, took him into custody, and the telegrams received state that he is now being tried, and that "no political motives for the crime have transpired."

The crime was committed, as we have said, on the 8th inst. ; but, as there is no telegraph to the Andamans, the news only reached Calcutta by way of Rangoon yesterday. The *Glasgow*, with Lord Mayo's body on board, is not expected to reach Calcutta before to-morrow. Mr Bourke, M.P., who was on board the mail steamer *Khedive* when an express from Government House brought him the terrible news, came on shore again at once ; and he goes on to Calcutta this morning. Lord Mayo's body will, we understand, probably be taken home to be buried in Ireland

The news spread like wildfire through Bombay last evening. Sowars were despatched from Government House to all parts of the island to stop people from coming to the Governor's Ball, and up to a late hour at night the clubs and hotels were crowded with men anxious to learn if the rumours that were current could possibly be true. It seemed impossible to realize the fact that so awful an event had actually occurred.

The messages that came through to Bombay were, we understand, in cipher, and no newspaper telegrams have come to hand up to the time of our going to press.

Lord Napier of Merchistoun, Governor of Mad

gadier and General may be able to handle his foot soldiers, and, possibly, field guns excellently; but, from never having turned his attention to the other arms, he makes false dispositions, or, as more often happens, throws the Cavalry and Horse Artillery into the hands of their senior officers, and in fact virtually ceases to be a Brigadier of anything but his infantry and field guns.

The more Camps of Exercise we have the better, if only that it may be brought home to more of us how very little we really do know of our profession.

THE KING OF SIAM.

YESTERDAY afternoon, at one o'clock, His Majesty the King of Siam, his five brothers—two of them "Celestial brothers," that is, having the same mother, and three of them only half brothers—His Excellency the Minister of War of Siam, His Excellency the Minister for Foreign Affairs of Siam, Phya Smud Puvaura, Governor of Paknam, and some Attachés and Siamese Noblemen, drove into the Dockyard, accompanied by Major Sladen, Captain Mayne, Military Secretary, and an escort of Light Cavalry. The company were received by Captain Robinson, Superintendent of Marine. His Majesty was then handed over to the care of Mr. Mathews, Chief Engineer, who conducted His Majesty over the machinery departments. First the King went into the lower turnery room, where some of the big machinery was at work; he then went into the foundry, where, while inspecting an iron chest which was being rivetted, some of the little coolie rivet carriers, who were rushing between the fire and the chest with red-hot bolts, made him jump suddenly aside, evidently much to his own amusement; then he saw the boilermakers' shop; then the shoemakers' and tin-smiths' department; next the pattern shop, from the windows of which he looked down at the big turret ship which was being laboriously docked beneath; and afterwards the engine-rooms. His Majesty did not appear to take a very great interest in what was shown him—in fact, he was considerably Duke of Edinburghish in this respect. He asked a question now and again, and when the Nasmyth's steam hammer was brought to his notice he remarked that he had seen a bigger one in Calcutta. He moved very leisurely and gave one a very good opportunity for noticing his person. Of course everybody has said already that His Majesty is very intelligent-looking, because that is one of the most obvious points of his appearance; but we fancied that he looked rather smart, knowing, and dandyish, if we may say so. He was dressed in the glossy felt black helmet that we have already noticed, a dark tight-fitting shooting coat, a greyish-silk pair of ball knicker-bockers, and grey stockings. He smoked a cigar—by the way, we hear that His Majesty is a most inveterate smoker,—walked jauntily, and carried a neat little amber-coloured stick, with which he sometimes touched himself quickly on the legs, and at other times brought its little gold head to a level with his lips. His brothers were distinguished by blue silk coats, and his followers were dressed much like himself. He has a good set of white teeth, which his pleasant-natured face gives him many opportunities of showing; but several of his *attachés* wear their teeth as black as jet, and think themselves in a phase of the fashion of Siam. Perhaps the reason why His Majesty did not appear to take an extraordinary amount of interest in the works was, as indicated by his remark about the steam hammer, that he has seen much of the same sort of thing before in Calcutta, Batavia, and Singapore. After Mr. Mathews had shown His Majesty over his portion of the Dockyard works, Mr. Jamsetjee Wadia, the "hereditary master builder," took His Majesty in hand, and proceeded to show him the new light ship at present on the stocks. Passing over the open piece of ground, one of the Siamese gentlemen remarked that Bombay was very hot, and to all appearance His Majesty thought so too. The King's remarks about the unfinished ship were pertinent, and he asked whether it was built of teak, one of the chief products of Siam. Looking at the dock, he wanted to know what sort of stone had been used in its construction, and seemed surprised to learn that it was common black trap. About a quarter past two, the party went to the Dockyard breast, at the side of which were lying the Governor's barge, with the white elephant floating at the prow, and another barge. The King, Major Sladen, Captain Robinson, and one or two of the Princes went into the first, and in the second the remaining Princes and Siamese notabilities, together with Captain Searle, I. N., took up their places. They all then went towards the turret ship Abyssinia, which was boarded in a short time, the captain giving them a gracious reception. His Majesty went over the ugly thing from top to bottom, and took more than a superficious notice of what he saw. He was shown the mechanism of the mighty turrets; the construction of the fifty-sectioned ship was fully explained to him; and its proposed mode of doing battle was practically illustrated. The eighteen-ton guns which were put on board just the other day, and whose muzzles protruded from their holes in the turrets in a very unamiable looking fashion, were got ready for action. The King and his Princes were told that the guns would be fired off for the first time in their new quarters; and as a warning was dropped by Major Sladen about their enormous size, the spectacle was to be seen of a dozen Siamese gentlemen putting their fingers in their ears and rushing to the side of the deck where the concussion would be least. The first gun made a terrific crash, which must have been heard all over Bombay; the second did likewise; and the huge turret revolved round and pointed its guns to the side opposed to the side of action. The same process was repeated with the two monsters in the other turret; and notwithstanding the finger practice of the listeners their ears must have tingled by the time the quartette of big shells had finished. The guns were only loaded with 40 lbs. of gunpowder, while the regular charge is 75 lbs.; and what the sound would have been had the ordinary charge been used we prefer to imagine. There could be no mistake that in these things the interest of the King was great; but *honi soit qui mal y pense*. After the King and his followers had seen all they could on board the Abyssinia they re-embarked in the barges and proceeded on board the Governor's yacht May Frere, where they were hospitably received by Captain Warren and First Lieutenant Booker. The new light house was the next object of visit, and accordingly to it the yacht's head was turned. The breeze that had sprung up was delightful, and the King watched with interest the picturesque phases of Colaba as they passed. Afterwards he left the scenery to itself and tiffened. One or two of his officers preferred the breeze and the delightful prospect and stayed on deck and smoked. The Governor of Paknam speaks English very well, and in course of a conversation with him much concerning the KingDom of His Majesty could be gathered. He said railways in India, though they existed in Bangkok, were very fine, and it was probable they were one improvement which His Majesty would seek to introduce in Siam. He spoke of the magnificence of the camp of Delhi, where the King had seen more and finer soldiers than he had ever seen before; he dwelt on the glories of the Taj at Agra, and spoke much of how the King admired its marble and its architecture; he said the King was delighted with the mountain scenery of the Ghauts; he spoke of the obligations they were all under to Major Sladen for his attentiveness; and altogether he spoke of the pleasure the tour in India had given from the King down to the smallest of the Princes. Calcutta was a fine town, he thought; but Bombay was too much populated and very warm, although it had some fine buildings. He said he had heard something about a Prince falling off his horse at Lucknow, but this was not correct, inasmuch as it was only one of the King's body servants whose horse had proved too much for his equilibrium. After tiffin the King came on deck and re-admired the scenery and smoked. Bombay harbour he thought very much of, and praised highly. Little was said about the lighthouse, except that it was unfinished; and after it had been looked at from the steamer's deck, the May Frere turned her head and stood in for home again, and after a delightful half hour's run she drew up in front of the Apollo Bunder. The King bowed to the captain and officers and thanked them; his attendants did so too; and then left in the barges bound for the Dockyard whence they started. At half-past five the company reached their carriages, and lifting off their hats to the Dockyard officials, the vehicles drove off, and the King of Siam's visit to the Dockyard, which for days will be a household word in the mouths of the coolies and harbour employés, was at an end.

MARAVILLA COCOA.—No breakfast table is complete without this delicious beverage.—The "Globe" says in "Various importers and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success would have been achieved until Messrs. Taylor Brothers discovered the extraordinary qualities of 'Maravilla' Cocoa. Adapting their perfect system of preparation to this finest of all species of the Theobroma, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest element of nutrition, distinguish the Maravilla Cocoa above all others. For homœopaths and invalids we could not recommend a more agreeable or valuable beverage." Sold in packets only by all Grocers, of whom also may be had Taylor Brothers' Original Homœopathic Cocoa, and Soluble Chocolate. Steam Mills.—Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

THE PERSIAN GULF.

(FROM A CORRESPONDENT.)

BUSSORAH, 23RD JANUARY.

AFFAIRS, whether political or commercial, in the Gulf generally have assumed of late a more encouraging aspect than for some time previously they have borne. Syed Toorkee seems to be confirmed in his Arabian possessions, and his subjects, instead of being at war, are at liberty peacefully to pursue the more profitable duties of industry or commerce. In Bunder Abbas, or Gombroon, Haji Ahmed, the local Persian Governor, has been superseded, after having been imprisoned for not paying his dues to the Shah, and now while I write he has arrived here with his family by the B. I. mail steamer Cashmere. In Bushire, a new local Governor has been appointed, a distant relative of royalty, if not a Shahzada or Prince. And though he no doubt farms the revenues as did his predecessor, and as is the custom in Persia, yet he has intimated his intention to do something for ameliorating the condition of the poor of the city, who have suffered most severely, and are yet suffering, from famine. It would seem to be one of the greatest of the evils of the Government of Persia that the revenue is farmed out to nobles and men whose interest is to get as much as they can from the people, and not to promote their social or material welfare. Hence there is very little inclination to promote public works of lasting utility or benefit to the people, especially if a large outlay is required. Thus, in Bushire, the most important port, roads, water works, and sanitary arrangements are almost entirely neglected. And even a bunder, which formerly prevented the overflow of the sea from covering the plain between the town and the country, has been allowed to fall away, until at high water the chief road from the city to the country, and to Shiraz, is impassable, except for those who have courage to wade up to their waists in salt water. A strong paternal Government with a real interest in the people would in a time of famine have been able to utilize the energies of the needy poor by finding large masses of them employment in these and many other similar works, before starvation had brought them to death.

In Bussorah, the Governor has just arrived after a brief absence in Baghdad. And of course he with his household and attendants, although they may be very far from exhibiting the splendour and living in the luxuriance of some of the old Khalifs, yet encourage a certain amount of trade in the vicinity. There is, however, a lamentable want of public spirit in Turkish as well as in Persian quarters. Bussorah, with its luxuriant river-watered date groves, vegetable gardens, and corn fields, is in comparative wealth and prosperity, as compared with Bushire. And though among its forty or fifty thousand inhabitants many are doubtless poor, few, if any, are perishing of want, and many are actually thriving. Boys and men throng the streets and bazaars selling dates or "kush kub-buz," pleasant bread; and if there is any truth in the adage, 'Where there is dirt there is money,' then is there abundant wealth in Bussorah. But public works, buildings, sewers, or even the simplest sanitary arrangements, are here utterly neglected or in the worst possible condition. Dead animals and filth of all kind lie open in the streets, the bazaars alone appearing to have anything like an attempt at sweeping bestowed upon them, and that not so much with the object of promoting health as transit convenience. Then, over nearly the whole of what may be termed the Gulf, rain has fallen within the past few weeks, and up to within these few days far more copiously than for some years past. This has been the case especially in some of the most needy parts of Persia, and a great boon it has been to many, no doubt. For, though a few speculators who aimed at larger and larger gains by hoarding grain may have been disappointed, yet the many whose funds were wholly or all but exhausted have been enabled to obtain a meal instead of starving to death as thousands have done. But though the prices of rice and grain in Bushire are not exorbitantly high, wheat being per maund of 124 lbs. 18 kerans; barley from 14 to 15 kerans; and rice 22 kerans a bag (a keran being about eleven pence English), yet many cannot, for want of means, purchase enough to keep them alive. And hence the subscribed relief, which is given away publicly, must be of very great service, and effects no doubt a great saving of life. I was a witness of some 3,000 or more, for the most part wretchedly hungry and starving poor, receiving some of this relief in kind on the sea beach of Bushire, from the employés of the British Resident. Many of the poor are, however, too much exhausted to provide for themselves, even if sufficient money were bestowed, and not a few are too weak to retain possession of the relief put into their hands, others taking it from them and leaving them to perish. Such has been the case with multitudes, and is still, and the apathy of the Government to relieve or prevent it is such that a gentleman long resident in Persia expressed his opinion that, had the country possessed a public sentiment and free press, it would have aroused the indignation and sympathy of the world. There is, it is said, in Bushire a large sum of money subscribed to last, at present rates, until the crops (which are sown and look well) are ripe in June. But it is a question whether more might not be given, or oftener than twice a week, which has been the custom for a while past, and whether, as many think, a large number of the most helpless could not be wholly provided for, housed, clothed, and fed. This would serve as a test of the sincerity of some who really trade on their own wretched appearance, or on that of others, as of their children or aged and suffering relatives.

There is one point mooted here and discussed with some interest by the Europeans as well as some of the natives, and that is the railway from Alexandretta, or some other Syrian port of the Mediterranean via the Euphrates Valley, to Koweit, a small town on a bay about seventy miles south of Bussorah. The required line, it is said, would be only 850 miles long from sea to sea, costing only £8,000 or £10,000 per mile, or a total of £8 millions sterling, everything included. Such a line would save a week in the journey to India, would bring into commercial relations, many old cities and countries, strengthen the English power in the East by facilitating the transport of troops and mails, and give to these parts, which are more than 1,000 miles nearer, but never practically removed from the Mediterranean England than India, letters and news from England a week or fortnight sooner than India now gets them. Considering the length of time (now more than thirty years) since the route was officially explored or surveyed by Colonel Chesney, the many advantages it would confer, and the many far greater schemes of a similar kind which have been successfully completed since the project was mooted, it certainly is matter of astonishment that the Euphrates Railway has remained so long a matter for discussion and speculation instead of action.

The weather is now cold here; in the mornings and evenings the thermometer stands at from 42deg. to 45deg. Fah., and in the day time 62deg. Fah. in the shade. Snow appears on the mountains north-east of Bunder Abbas, and also of Bushire.

DASTARDLY ATTEMPT TO UPSET A TRAIN.

A CORRESPONDENT writes—"A dastardly attempt was made to upset a railway train between the Beas and Jundeulla stations of the Scinde Punjaub and Delhi Railway on the 1st instant, by placing an iron telegraph post across the line, and fastening it to the rails by means of telegraph wire. It appears that the Government telegraph posts are being removed from the great Trunk Roads, and placed along the line of railway, in order to facilitate inspection of the wires, &c. Materials are therefore laid out on the road for this purpose, and one of these posts was fastened to the rails without being missed by the telegraph people. The Telegraph Inspector was the first to notice the obstruction, but not before he observed the approach of a train, to which he signalled to "pull up." The driver was, however, too near to do so, and, on his observing this, he put on full steam, with the intention of either crushing or driving the object before him. He succeeded in smashing the post to atoms without any damage whatever being done to his engine, which was, fortunately, drawing a luggage train. The perpetrators of the crime have not been discovered. In the vicinity of the Beas, the Kookas are blamed for the attempt."

BOMBAY.

SMALL CAUSES COURT.—During Friday and Saturday, 182 new suits were filed in the Small Causes Court.

MR. ANSTEY.—The *Gujerat Friend* gives out that Mr. Anstey and Mr. Nanabhoy Haridas are about to proceed to Calcutta on some business.

EUROPEAN VAGRANTS.—Yesterday there were in all twenty-six European vagrants in the Government workhouse attached to the House of Correction.

SESSIONS COURT AT BROACH.—The Assistant Session Judge of Surat was to proceed to Broach yesterday for the purpose of holding the Criminal Sessions at that station.

EDUCATIONAL.—Dr. Bühler, Educational Inspector, who is now on his inspectorial tour, is at present at Dhakore, and will proceed in the course of this week to the Punch Mahals.

FIRE AT SURAT.—On Friday, a fire broke out at Surat, near the late Ardasheer Kotwal's bungalow, in Dhedwada, by which a number of cadjan huts occupied by sweepers were destroyed.

ACCIDENT.—A Hindoo woman while drawing water accidentally fell into the Dhobie Talao tank on Saturday. She was soon taken out, and was removed to the Jamsetjee Hospital, where she is doing well.

DESERTION.—Ally Mahomed, an articled seaman of the ship Louisa, was yesterday charged before Mr. Nana Morojee with deserting from the ship, and was sentenced to a fortnight's rigorous imprisonment.

CENSUS.—On Sunday the 4th inst., Mr. Nandshunker Tooljashunker, the Mamlutdar of Dhundooka, delivered a lecture before a large number of the natives of that station about the advantages of taking a census.

THEFT.—At the Fort Police Court yesterday, Mr. Nana Morojee convicted a man named Mahomed Hussain for stealing a copper pot belonging to one Nagurdas Sakurchund, and sentenced him to six weeks' imprisonment.

THE ILLNESS OF THE PRINCE OF WALES.—We observe that the native residents of the several parts of Gujerat have also arranged to offer public prayers on the 20th inst. for the restoration to health of H. R. H. the Prince of Wales.

VAGRANCY ACT.—James Nash, a European, was yesterday charged before Mr. Nana Morojee with being vagrant and wandering about without any visible means of subsistence, and was sent to the Government work-house, Byculla.

MARRIAGE OF THE SISTER OF THE RAJA OF DHURUMPORE.—Mr. Manekjee Cowasjee Damonwalla has gone to Dhurungudra on behalf of the Raja of Dhurumpore to arrange about the marriage of the Raja's sister with the young Chief of Dhurungudra.

ATTEMPTED SUICIDE.—On Saturday last, a Bhattia residing in the Fort, by name Luckmidas Cooverjee, attempted to commit suicide by stabbing himself with a knife in the abdomen. The man is under the treatment of a Parsee doctor, and is supposed to be not in any danger.

ALIMONY.—At the Fort Police Court yesterday, a Parsee named Cursetjee Dhunjeebhoy Dullal was charged before the Senior Magistrate with refusing to support his wife Nawazbace. He was ordered to pay ten rupees a month for the maintenance of the complainant.

BOMBAY AUXILIARY BIBLE SOCIETY.—We are requested to intimate that the annual meeting of the Bombay Auxiliary Bible Society is to be held in the Town Hall at 5 o'clock this afternoon, when a report of its proceedings for the past year will be submitted. The friends of the society are invited to attend.

ACTION OF DAMAGES AGAINST THE "GUJERAT FRIEND."—The *Yazdan Parast* states that the B. B. and C. I. Railway authorities intend to file an action of damages against the editor and proprietor of the *Gujerat Friend*. The action arises out of the defamation cases recently decided against the editor of that journal. The damages are to be laid at Rs. 10,000.

THE SERIOUS CHARGE AGAINST A PURSER'S CLERK.—Yesterday at the Fort Police Court, Anthony Zwinger, a Purser' clerk in the service of the P. and O. Company, against whom a warrant was taken out on Saturday, at the instance of Mr. Lewis Coyle, cashier to the company, on a charge of criminal breach of trust, was placed before the Senior Magistrate. He was remanded to jail till to-morrow.

THEFT OF A BALE OF COTTON.—In the Fort Police Court yesterday, eleven boatmen were charged before Mr. Nana Morojee with stealing a bale of cotton, of the value of Rs. £0, the property of Messrs. Jules Siegfried and Co. The charge not being proved satisfactorily, the magistrate had no alternative but to discharge the accused. Mr. Winter (Messrs. Keir, Prescot, and Winter,) appeared for the defence.

HIGH COURT.—13TH FEBRUARY.

(Before the Hon. SIR CHARLES SARGENT.)

SHORT CAUSES.

815-71—In Person—Richard Ardill Dallas and another v. Jugonnathdass Gooroobukus lass—No appearance.

17-72—G. J. Mody—Eduljee Dhunjeebhoy v. Dinshaw Ardaseer Davur and others—No appearance.

19-72—Keir, Prescot, and Winter—Sookmull Soorana v. William Michael—No appearance.

25-72—In Person—Shu Manekram Soonderlall and another v. Camal Rama Soma—No appearance.

LONG CAUSES.

283-71—Macfarlane and Skipsey—Abba Ahmed v. Abba Oosmar and another—C. Tyabjee—(Part heard.)

41-71—Shamrao—Babajee Cassinath and another v. Anandrao Bhaskerjee—Hearn, Cleveland and Peile, and Dallas and Lynch—(Part heard.)

551-70—Mackay and Fletcher—Kasmal Purbut, &c., v. G. F. Pim, &c.—Dallas and Lynch—(Part heard.)

177-71—Acland, Prentis and Bishop—Rustomjee Ardasir Davur v. Dossibai and another—Mody.

747-70—Hope—Pootajee Soobhajee v. Ragoo Balloo and another—Dallas and Lynch.

293-71—Dr. Dallas, for pauper—Ardaseer Eduljee and another v. Jamsetjee Jamsetjee and others—Manisty and Fletcher.

359-71—Shamrao Pandurung—Nussrwanjee Cooverjee Cooper and another v. Henry Gamble and others—Rimington, Hore and Langley, and Shamrao Pandurung.

(Before the Hon. Mr. Justice BAYLEY.)

SHORT CAUSES.

594-71—Jefferson and Pandey—Sukhmull Kessowram vs. Abercrund Sah bchu dand another—No appearance.

744-71—Craigie, Lynch, and Owen—Richard Willis and others v. Goculbhoy Futtabhoy—No appearance.

756-71—Hearn, Iveland, and Peile—Peter Ewart and others v. Roopchund Hazarimull—D. S. Gazdi.

794-71—Jefferson and Pape—Gordhundas v. Khimjee v. Madhowdass Ghella and others—C. Tyabjee.

814-71—Macfarlane and Skipsey—Pallonjee Cursetjee Cama v. Dhunjeebhoy Pallonjee—G. J. Mody.

16-72—Keir, Prescot, and Winter—Bapoo Sajoo Naiquin v Cassee Naiquin—Dallas and Lynch.

22-72—Leadbetter and Crawford—Dawood Bowla v. A. C. Clark—No appearance.

21-72—M. M. Moonshee—Vissa Mega and another v. Bhowaneshunker Damodhur—No appearance.

LONG CAUSES.

211-70—Rimington, Hore, and Langley—E. M. Setna and Co. v. Nowrojee Eduljee—Keir, Prescot, and Winter.

44-71—Macfarlane and Skipsey—Hajee Ismael v. Bhimjee Purshotum—Manisty and Fletcher.

134-69—Hearn, Cleveland and Peile—Akhmut Labay Musker, &c. and another v. Bai Moomen—Khandeeay Morojee.

877-70—Leathes and Crawford—Methebai widow v. Pestonjee Framjee and others—Shamrao P.—Macfarlane and Skipsey, and Dallas and Lynch.

138-71—Manisty and Fletcher—Mirza Abi Akbar Khan Bahadoor v. Mirza Abdool and others—Keir, Prescot and Winter.

SHIPPING ITEMS.

THE S.S. PERSIA, which left Bombay on the 1st, sailed from Aden on the 9th, on her homeward way.

THE S.S. INDIA, which is advertised to leave Bombay on the 1st March next, left Aden on the 10th at 4 P.M.

THE SHIP IDA, 1,009 tons, Captain T. Morris, arrived on the 11th instant from Rangoon (January 12), with a cargo of 1,150 tons of teak timber. The vessel is consigned to Messrs. Wallace & Co.

THE S.S. CASHMERE, Captain J. Avern, arrived yesterday from the Persian Gulf, via Kurrachee, with a general cargo and the following passengers:—

Mrs. Avern, Dr. Foss, Mr. Paterson, and one hundred and six deck passengers.

THE S.S. PENGUIN, 1,122 tons, Captain John Hewett, sailed on Saturday last for Liverpool, via the SuezCanal, with a cargo of 6,993½ bales of cotton, 696 bales of wool, 2,988 cwts. of galls, 1,165 cwts. wet dates, 102 cwts of coir yarn, and 160 cwts of horns.

THE S.S. ATALANTA, 1,479 tons, Captain G. Mathew, sailed on the 10th instant for Liverpool, via the Suez Canal, with a cargo of 8,939 bales of cotton, 372 bales of wool, 254½ cwts. of coir yarn, 2,150 cwts. of galls, 1,016½ cwts of wet dates, 320 cwts. of horns, 145 cwts. of gum, and 822 cwts. of coffee.

THE S.S. ORLANDO, 1,101 tons, Captain T. Dossor, arrived on the 11th instant from London (January 11th) with a general cargo and the following passengers:—

Mr. H. Davidge, Mr. King, Mr. R. Miller Mr. R. S. Wight, Mr. C. Wight, Mr. and Mrs. Johnston, Captain and Mr. Smith, Rev. Mr. Gregson and family, Miss Goodhall, Mr. and Mrs. Sladen, Captain and Mrs. Moberly, Miss Prince, Mr. Mardal, Mr. Garstin, Mr. Hensby, Mr. Crossman, Mrs. Gabb, Captain Humphry, Mr. Ingles, Mr. Parkins, Mrs. Moffatt, and Mrs. Anderson and family.

The vessel is consigned to Messrs. Wallace & Co.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.		FEBRUARY.	LOW WATER.	
Time.	Height.		Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
2 0m	6 8	Tuesday..... 13	8 21m	5 11
2 28m	6 7		9 32m	4 7
2 39m	5 7	Wednesday ... 14	9 1m	5 4
3 12m	5 9		9 8m	3 3
3 15m	4 4	Tuesday 15	9 44m	1 8
4 7m	2 11		9 56m	1 11
3 50m	3 2	Friday 16	10 31m	4 0
5 15m	2 4		10 58m	0 11
4 30m	2 1	Saturday.. .. 17	11 28m	3 8
6 40m	2 4		.....	.....
5 39m	1 8	Sunday 18	0 17m	0 3
8 0m	2 7		0 36m	3 6
7 11m	1 0	Monday..... 19	1 51m	0 2
9 14m	3 4		2 53m	3 8

Moon—First Quarter, 16th, 11h. 14m., a.m.

ARRIVAL OF THE S.S. PESHAWUR.

THE P. & O. Co.'s new steamer Peshawur, Captain C. A. White, of which we published a description yesterday, arrived in harbour at 6 o'clock on Sunday morning. She sailed from Southampton on the 14th ult., at 2-30 P.M., and arrived at Malta at daylight on the 23rd. Malta was left at noon on that day, and Port Said reached on the 27th. She arrived at Suez on the 29th at 2-30 P.M., and sailed for Bombay at noon on the 30th. Altogether she has made the voyage to Bombay in twenty-seven days and a half, including three days and six hours' stoppage in the Canal and at Suez. She brought the following passengers:—

For Shanghai—Mr. and Mrs. Revell.

For Yokohama—Mr. Masterman.

For Hongkong—Mr. and Mrs. Simpson, and Mrs. Cleland Heywood.

For Singapore—Mr. Webster.

For Bombay—Mr. Mein, Mr. and Mrs. Forman, Col. and Mrs. Jackson and infant, Mrs. Skinner and infant, Mr. Showell, Mr. Hobson, Mr. Fahey, Mr. Beaumont, Mr. Ramsay, Mr. Jameson, Mr. T. Cole, Mr. Macknight, Mr. R. Muir, Miss Hough, Mr. and Mrs. Hathbury, Mr. C. Douglas, Mr. White, and Mrs. Sams.

NEWS FROM PERSIA.

By the steamer Cashmere, which arrived in harbour yesterday, we have the important news that there was a heavy fall of rain and snow at Bushire, Ispahan, and Kerman, and it will be beneficial to the crops. We have no news from Yezd, where the Zoroastrians are residing. This is accounted for either that on account of the heavy rain the roads are not passable, or that the Parsees are attacked with a virulent type of cholera.

About nine Parsees arrived by the Cashmere.

HOUSE OF CORRECTION.

THERE were 264 prisoners in the House of Correction, Byculla, yesterday. Of these, 61 were under sentences from the High Court, 3 from the Court of Petty Sessions, 170 from the Magistrates of Police, 30 from Military Courts Martial, and 2 from Naval Court Martial. Of the prisoners, 176 were natives and the remaining 88 were Europeans.

THE DEATH OF ADMIRAL COCKBURN.

THE following *Bombay Government Gazette Extraordinary* was issued yesterday morning:—

Bombay Castle, 12th February 1872.

His Excellency the Governor in Council announces, with deep regret, the death, at Calcutta, on the 10th instant, of Rear Admiral J. H. Cockburn, Commander-in Chief on the East India station.

The vessels of the Bombay Marine will carry their flags half-mast high for two days.

W. F. MARRIOTT, Major General,
Secretary to Government.

As a mark of respect to the deceased Admiral, the ships in the harbour wore their flags half-mast high yesterday.

A MISSING ATTORNEY.

THE officers of the High Court have been looking out during the last fortnight for Mr. Edward Elliott, an attorney of the Court, but have not been able to obtain a trace of him. Summonses have been issued requiring his attendance as a witness in a suit before the High Court, but he has not turned up. One summons was served upon him on the 2nd inst. at Bombay, and for his failure to obey it Mr. Justice Bayley has adjudged him guilty of contempt of Court. Another summons issued against him was made returnable yesterday, when Mr. Scoble, instructed by Mr. Munsooklal M. Moonshee, appeared for Gunputrow Moroba, the plaintiff in Suit 614 of 1869; and Mr. Mayhew, instructed by Messrs. Thacker and Chalk, appeared for the defendant Pandurang Ksirobs.

Mr. Justice Bayley said the first summons was personally served upon Mr. Elliott to appear this day week, the 5th inst., to give evidence in the case. He did not think proper to attend, and his Lordship issued another summons directing him to appear the following day. In consequence of information received by an officer of the Court, he hoped to be able to effect service on the 9th instant. But Mr. Elliott was not in the place where the Sheriff's officer expected to meet him, and he did not find him anywhere else. His Lordship had consulted the learned Chief Justice about this contempt of Court committed by Mr. Elliot, an officer of the court, who had refused to obey its order. He had directed the Prothonotary to write to Mr. Elliott on the subject of his contempt. He was a necessary witness, and he had not yet made his appearance. A third summons was issued and was ordered for execution. It was to be returned this (Monday) morning, and his Lordship wished to take down evidence to see what had been done in the matter. Mr. Mayhew had just put into his Lordship's hands a document showing that Mr. Elliott was on Saturday last in Tanna and made an affidavit before the magistrate there. The letter from the Prothonotary, his Lordship also understood, informed Mr. Elliott that, if he did not give sufficient explanations and exonerate himself in the matter, steps should be taken with a view to his name being removed from the roll of attorneys of this Court. His Lordship learned from a communication from the police that Mr. Elliott was not to be found in Bombay. Inquiries had been made to find him had failed. There was strong ground to believe that he was keeping himself away from the Court, knowing that he was in contempt, and that, as an officer of the Court, he was bound to obey its order. His Lordship then ordered evidence to be called in the matter.

Goolabdas Gungadas said—I am a clerk in the office of Mr. Munsookhlal Moogutlal Moonshee, attorney of this Court, and the attorney for the plaintiff in this suit. I received a summons dated 13th January 1872 for service upon Mr. Edward Elliott. I served it upon him on the 2nd inst. Mr. Elliott is an attorney of this Court. I served it at 7 p.m. on Mr. Elliott personally. I served it in the Pensioner's Home, 3rd Coobarwadda Lane, in the native town. I told him he was to appear in Court on the 5th inst. He said he was sick and could not attend the Court. He did not say what the matter was with him. He did not move to meet me. He was standing when I first saw him; and afterwards he sat down on a mat. There was no chair or furniture of any kind in the room. He understood me thoroughly. I showed him the original writ and served him with a copy. The same evening I made an endorsement on the original writ to the effect that I had effected service (The writ is put in.) Nothing more occurred, and I came away. This was the only summons I served upon him. He was pointed out to me by Madherow Moroba, a clerk in the engineer's department of the Municipality of Bombay. No one else was with us.

Madherow Moroba said—I am a clerk in the engineer's department of the Municipality and brother of the plaintiff in this suit. I know Mr. Elward Elliott, a solicitor of the High Court, Bombay. He had formerly an office in Forbes' Street, Fort. I saw his board stuck up there, with his name on it. I accompanied the last witness on the 2nd inst. to the Pensioners' Home in the native town. We found him there. I saw the last witness show him the original summons and serve him with a copy of it. Mr. Elliott said he was sick. He appeared to me to be well.

Mr. Justice Bayley—And he was sober—was he?

Witness—He was. He had been residing at the Pensioners' Home about a year. He had been in the office during that time, although he said he had a clerk. I heard the last witness tell him that he was to attend the Court on the 5th inst. He said he would send a certificate; and asked me if he should send for a doctor. I recommended him to go to the European General Hospital. He said he would do so. I said the doctor would not believe he was sick. He was not in proper clothes. He had only a shirt and a trouser on. I was aware that he is the attesting witness to a Marathi will, a document which the claimant sets up in answer to my brother's claim. My brother denies the validity of that document. I did not speak to Mr. Elliott about that document on this occasion.

Mr. Robert Boileau said—I am head bailiff in the employ of the Sheriff of Bombay. I was formerly in the army, from which I got my discharge, and receive a sergeant's pension after twenty-six years' service. I received a summons under the seal of the Court, dated 13th inst., to be served upon Mr. Elliott. I received it on the evening of the 7th instant. On the following morning I proceeded to the Old Pensioners' Home in company of the last witness. Mr. Elliott was not personally known to me. When I went to the Pensioner' Home, I did not find him there. I made enquiries of a Parsi sepoy who kept there by the landlord. He told me that Mr. Elliott had left the evening before at 6 o'clock. After making enquiries, and finding no trace of him, we left. We next went to a coffee house at the back of the Money School. The wife of the coffee-house keeper told me he had been there the previous evening and was expected to call again at 5 o'clock that day. The previous evening he said he was going to borrow a clean shirt and collar. I went away and returned at 12 o'clock the same day. He had not been there. From what she told me I went to various other coffee-houses in the neighbourhood. On the Picquet Road, I met a Mr. Knight, who told me he had been looking out for me from what he heard of my enquiries at the coffee-house. Mr. Knight said he thought he could point him (Mr. Elliott) out. We proceeded in a buggy to the Pareil road to the place of a Parsee, who lets out carriages. The Parsee said Mr. Elliott had been coming to his place every day, that he had been doing some writing for him, but that he had not seen him for the last two days. The Parsee said that when he last saw Mr. Elliott, he said he had been served with a summons to attend the High Court, but that his clothes were so dirty that he did not intend to go. I made further enquiry, but was unable to serve the summons. I believe he has left Bombay.

Ramcrishna Bullal said—I am a money-lender and live in Funnuswady in the native town. I know Mr. Edward Elliott, an attorney of the High Court. I last saw him on the 1st inst. He was then in Bombay. Since December last he has had no office in Bombay. He lived in the Pensioners' Home fifteen or twenty days. I saw him in the Pensioners' Home on the 1st inst. He was suffering from dysentery and rheumatism. He told me he intended to go to Ahmedabad for change of air. A yesterday I received by post an affidavit purporting to have been declared by Mr. Elliott on the 10th inst. before the magistrate of Tanna. I have also received a letter to my address, requesting me to hand over the affidavit to Mr. Chalk. I have not got the letter with me.

Mr. Scoble—I was acting as clerk to Mr. Elliott until the end of November last. I was a clerk to him for three months. He paid me no wages. He agreed to pay me four annas in the rupee on his income. I caused an office to be opened in Church Gate Street for him, and furnished it, and supplied funds to him. I made a written agreement with him.

Mr. Justice Bayley—It is a large profit for a clerk.

Mr. Scoble—My Lord, he was a sleeping partner under Act 15 of 1866.

The agreement, dated 19th September 1871, was put in and was read by Mr. Scoble. Witness was to furnish the office and keep an office establishment, and provide for Mr. Elliott's domestic expenses besides Rs. 50 a month for his food and pocket expenses. Witness was to get 25 per cent. on the net proceeds of all the business of the establishment.

Mr. Justice Bayley—It is a very extraordinary document!

Mr. Scoble—My Lord, it is the most extraordinary document I have seen relating to the conduct of business in this Court!

Witness to Mr. Scoble—Two or three cases were brought to the office. Fees were paid in advance, about Rs. 700. Out of that money I paid the expenses of the office and Rs. 300 to Mr. Elliott for his domestic expenses. He attended occasionally at the office, but not regularly. He signed papers and notices as an attorney.

Mr. Justice Bayley—Was it at your dictation—your request?

Witness—No, not at my request. He discontinued coming to the office on account of his sickness. He was then living at Gaumdevi. After November I went to see Mr. Elliott sometimes.

Mr. Justice Bayley—What has been the result of the partnership, have you lost or gained some money?

Witness—I have lost some money by the partnership.

To Mr. Scoble—I know Madhewrow, plaintiff's brother, and Sudanand Pandurang, the defendant. Mr. Elliott had given me on the 1st inst., a letter for Sudanand, which I delivered to him on the 3rd. I took the affidavit to Mr. Chalk's office this morning. Mr. Elliott did not tell me he was going to Tanna, nor where he would put up. I had no conversation with him about this case or the Marathi will.

To Mr. Mayhew—No affidavit filed in this case was prepared in Mr. Elliott's office. The office books and papers are still with me. The office in Church Gate Street was continued until November last. No other office has been opened since. I received a summons in this case on Tuesday last, and have attended the Court with the books and papers.

After some consultation, the matter was adjourned *sine die*. Meantime, a fresh attempt will be made to bring Mr. Elliott before the Court.

BOMBAY LEGISLATIVE COUNCIL.

THE following is the list of business to be brought forward at a meeting of the Council of the Governor of Bombay for making laws and regulations, to be held at mid-day to-day.

I.—Bills and orders of the day:—

1.—Bill No. 2 of 1872. A Bill to secure the payment to Government of certain additional sums of money by the Corporation of the Justices of the Peace for the City of Bombay. *Third Reading.*

II.—Notice of motion:—

The Hon. Mr. Tucker will, on the third reading of Bill No. 2 of 1872, move the addition of the following section to the Bill to be placed between sections 5 and 6 of the Bill as it at present stands:—

"It shall be the duty of the Municipal Commissioner to discharge out of the moneys which shall be advanced to the said Justices under this Act, the following liabilities of the said Justices at the times hereafter specified—

1. The amount due for principal and interest, on account of the sum of two lakhs advanced to the said Justices by the Government of Bombay on the 3rd November 1871.

2. The amount due for principal and interest in

NEW ROUTE TO THE SOUTH OF FRANCE.

"Le Moniteur Universel" publishes the following summary of a project, now on foot, to bring about an improvement in the communication between the North and South of France:—"In view of the approaching improvement which we hope the next few months will call forth in the Channel passage, the present scheme, though in its infancy, cannot fail to interest our readers, more especially those who have business or family relations with India, as the two form the complement of each other. The line of railway for which we solicit a concession would start from Calais and run to Argenteuil, near Paris, whence passenger trains would run successively to the stations of the Rue Lafayette and Rue d'Amsterdam—thus adopting the plan in use in London, whereby an arrangement between various companies, several lines have access to Victoria, Charing-cross, and the City stations. In addition thereto we ask the State to allow us to purchase the Palais de "Industrie, for conversion into a passenger station. This station would be arranged to serve as a central terminus, having connexions with every line of rail running to and from Paris, and a portion thereof would be converted into a vast hotel, fitted up with every comfortable contrivance, many of which are still unknown in Paris. From Argenteuil our intention is to reach Charenton by leasing the circular railway (Chemin de Ceinture) and to arrange with existing companies for a goods traffic; but, in case such arrangements could not be carried out, to obtain such powers as will enable us to make and work our line direct into Paris. Between Paris and Marseilles the line of route would be as short as possible, in order to insure as great a saving of time as possible on this long line of country. Both lines of rails throughout would be made of steel, and so laid as to allow of trains being run at a high rate of speed. From calculations already made we hope that the run from Calais to Paris may be so arranged as to save three quarters of an hour on the time actually occupied by the Northern Railway trains. The run from Paris to Marseilles will insure a still greater saving of time. The rolling stock would only consist of carriages similar to the first and second class carriages now in use, with this improvement, that the first-class carriages would have three armchairs on either side, instead of the two divisions of two seats each as now in vogue, and which are so inconvenient when the carriages are full. First-class fares would be calculated on a scale of which the present second-class fares would be taken as a basis; second-class fares, in like manner, would be based on existing third-class fares. In addition, certain goods trains would take passengers at rates 30 per cent. less than existing third-class fares. All carriages would be lighted, and warmed during the winter months. Goods would be carried at rates 10 per cent. less than present charges. In addition to the ordinary passenger and mail trains there would be special trains (*trains de luxe*) composed of carriages fitted up in a similar manner to those now in use on the great lines of railway in America. The fares by these special trains would be calculated on a basis to be fixed by arrangement between the Government and the company. All trains would have an exterior gallery, whereby the guards could exercise a supervision throughout the train. In ordinary passenger and mail trains there would be one guard for every two carriages; in the *trains de luxe* there would be a guard to each carriage. Passengers would communicate with the guards by means of bells. In all trains each guard would have a break wherewith to act in case of signal being made either by the engine-driver or by signals on the line. Thus the safety of passengers would be doubly secured, either from personal violence on the part of fellow-travellers or by running off the rails or collision, by an almost instantaneous stoppage of the train by means of a great number of breaks acting simultaneously. Finally, as an indispensable complement of our undertaking, and contrary to the usages of established great companies, we bind ourselves to allow branch lines which benefit localities the free use of our stations, and to promote their construction, as also river and canal traffic, either by subventions or, within certain limits to be discussed, by guaranteeing the repayment of all or part of the capital invested in these undertakings. We should not, without any delay, commence branch lines to open up coal districts. Such is the summary of our project. If, as we hope, it realizes and anticipates the requirements of your district, we ask that you will join your efforts to ours in order that the Government, sustained by the wishes of the population, may hasten into this important undertaking, and thus abridge the delays, unfortunately already too long, during which the country must continue to suffer from the want of adequate transport between the North and South of France."

AN ANGLO-FRENCH SUBMARINE TUNNEL.

(*Times*, Jan. 18.)

On Monday, as we mentioned yesterday, a company was registered, under the title of "The Channel Tunnel (Limited)," for making a trial shaft and driving a driftway on the English side of the Straits of Dover, about half a mile, beyond low-water mark. The notice will have recalled to many of those who visited the Paris Exhibition of 1867 the plans and sections which were shown by M. Thomé de Gamond to illustrate his project for a submarine tunnel between England and France; and it is, in fact, with the view of obtaining data for the undertaking of such a tunnel that this company has been started. The growing need for improvement in the means of communication between the two countries, long obvious to all who have studied their mutual relations, has of late years produced discussions and conferences which can hardly fail to lead to some practical result. In these discussions M. De Gamond, one of the engineers of this new company, and who has been engaged for 37 years in studying the formation and capabilities of the Straits of Dover, has, of course, taken a prominent part; and he has now published, with illustrative maps and plans, a complete account of his latest scheme, together with an outline of those which in former years he successively proposed and abandoned. He speaks with not altogether unmerited scorn of a number of *quasi*-projectors, who, rendered rash by ignorance of the precise physical conditions to be encountered, have from time to time put forth pretty drawings of impossible constructions; and he shows that every suggestion with which the public has since been made familiar—the submerged tube lying on the bottom, the submarine shield, the bridge over the Straits, and the ferry plying between piers—had all occurred to him at an early period of his investigations, and had all, after careful and minute examination, been dismissed as impracticable, or as in some way failing to afford the solution of the problem, prior to 1858. In that year he became convinced that only a submarine tunnel would meet all the necessities of the case; and he forthwith set himself to inquire concerning the strata through which such a tunnel would be carried, and about the nature of which there then existed no information whatever. His researches extended from Warwickshire to the plain of Fiennes, a distance of about 180 English miles, and consisted in the observation of the jurassic and cretaceous formations of the whole region, by the examination of their outcrop at the hills, quarries, wells, and excavations of all kinds. The general inclination of the strata towards the Straits was thus ascertained at 1,500 stations, with the result of showing an apparent discordance, since ascertained by exploration of submarine hillocks to be due to a curvature at the point of juncture of the anticlinal lines of the strata, but which then left it doubtful whether the beds were regularly continuous beneath the Straits. The general inclination of the jurassic strata towards the sea was found to be 2ft. 3in. per 1,000 yards on the coast of France, and only 10·8 inches per 1,000 yards on the coast of England. According to these inclinations, the probability that the two anticlinal lines met under the Straits was evident; but it was quite uncertain how the junction was effected; and whether there might not be a V-shaped rupture, with dislocation of the ground at the point of junction. While this doubt remained unsolved it seemed impossible to entertain the idea of driving a tunnel; and M. de Gamond, in 1839, rested his hopes on a scheme for uniting England to France by means of a continuous isthmus of stone work, in which there should be three large navigable channels. This project was produced in detail in 1840, and was met by three principal difficulties,—first, by the objection that it would alter the time of high water in some parts of the German Ocean; secondly, by the resistance of mariners, who were unwilling to be obliged to work their ships through narrow channels; and, thirdly, by the fact that the estimated cost was nearly 34 millions sterling. M. de Gamond, however, believed that there was no insurmountable obstacle to the execution of the work; and, having his attention again directed to the important undertaking, and thus abridge the delays, unfortunately already too long, during which the country must continue to suffer from the want of adequate transport between the North and South of France."

add that it would be equally to be regretted if we used ourselves up uselessly in pursuing an idea which we ought to know how to keep for the better times"

The Commercial Treaty between the two countries and the announcement of the Paris Exhibition were accepted by M. de Gamond as indications that the better times had arrived, and the same personage who had previously advised him to wait was pleased to approve his intention once more to seek publicity. The project of 1856 was, therefore, re-considered, was modified in several important particulars, and then took its place among the plans exhibited in the Champ de Mars.

In 1856 the line suggested had been that from Eastware Point to Cape Grisnez. Among the objections then commonly raised the most important were that the tunnel would afford facilities to an invading army, and that its construction would require an incalculably long time. To meet the first of these objections, the plan provided for valves, by which the tunnel might be inundated; and, to meet the second, for the construction of 12 artificial islands, from each of which the work of excavation might be carried on in both directions. These two appliances, says M. de Gamond, the valves and the 12 islands, were in reality what advocates call *pleas* to obtain the success of a cause. They were introduced without thinking that it would ever be necessary to apply them.

The project of 1856 had another radical fault—namely, that the submarine tunnel of 21 miles was approached by two other tunnels, which together were more than nine miles long. By a slight alteration in the line, which carried it from Cape Point, near Folkestone, to a spot a little eastward of Cape Grisnez, the extremities were made to correspond with two depressions on the shore, at the bottom of which open cuttings could be made for the approaches to the tunnel, the length of which would thus be limited to the width of the Straits, which is here 22 miles. The line exceeds by about a mile and a quarter of sea that to Dover, but is really the shortest route as from London to Paris. An important point in its favour is that the tunnel would cross beneath the centre of the raised plateau, or submarine island, known as the Varne Bank. This plateau divides the Straits into two channels, the English Chanel being 16,859 yards wide, and the French 22,204 yards. It would afford a centre from which the excavations might be carried in both directions to meet those proceeding from the shore; and M. de Gamond's plan includes the raising of breakwaters and other structures, by which the Varne would be made an artificial port in midchannel, connected by the tunnels with the railway systems both of England and of the Continent.

In the meanwhile the question had excited great interest in England; and Mr. Low, of Wrexham, had also conceived the idea of connecting the two countries by tunnelling. As a practical mining engineer he had devoted his attention, in the first place, to securing the ventilation of the work both during construction and after completion. In all previous projects it had been proposed to effect ventilation by means of towers in the sea, more or less numerous, and differing in magnitude and cost. Mr. Low proposed to dispense entirely with shafts in the sea, and to commence the work by sinking pits on each shore, driving thence, in the first place, two small parallel driftways or galleries from each country, connected at intervals by transverse driftways. By this means the air could be made to circulate as in ordinary coal mines, and the ventilation be kept perfect at the face of the workings. He thought another advantage attending this mode of proceeding was that these headings could be driven from shore to shore at the *minimum* of cost, and the practicability of executing the proposed tunnels demonstrated without extravagant outlay. Mr. Low proposed to turn the driftways into two tunnels suitable for the ordinary locomotive traffic of the railways to be connected by the work. Having settled the principle of the construction of his tunnels, he next investigated the geological nature of the shores of the Straits. By personal examination of the most careful character he verified the data of Mr. Phillips and of other eminent geologists who have made the structure of these shores and the subject of the continuity of the strata under the sea their special study. He also examined the borings for the artesian well at Calais, the artesian well at Harwich, and several other wells of less magnitude, by all which the regularity of the strata was proved. He found everywhere that the deductions of the geologists were sound; and that the line which he ultimately fixed on for his proposed tunnel—viz. from a point about half a mile west of the high light of the South Foreland to a point four miles west of Calais—the tunnels could be made almost entirely through the lower or gray chalk, which, owing to its comparative freedom from water and its general absence of cracks and fissures, offered the most desirable stratum in which to work.

Mr. Low laid his plans before the Emperor of the French in April, 1867, and, after a most encouraging audience, was desired by His Majesty to proceed to organize the means of carrying out his project, and to come to His Majesty again when he was prepared to lay definite proposals before him.

In an international work of this nature it was obviously desirable to obtain the co-operation of a French engineer, and it was quite as obvious that M. Thomé de Gamond was, by his long study of the question, the proper person to whom to apply for co-operation. Mr. Low therefore put himself in communication with M. de Gamond, who immediately, without the slightest reservation, placed his geological studies and sections at Mr. Low's disposal. Mr. Low then laid the results of his and M. de Gamond's labours before Mr. Brunel, who, after a minute and careful examination of the project in all its bearings, and after having convinced himself of the accuracy of their data and deductions, consented to co-operate with Mr. Low and M. Thomé de Gamond for the prosecution of the proposed work. In accordance with the desire of His Majesty, a committee of French and English gentlemen was formed in furtherance of the project.

For some years past Mr. Hawkshaw had also given his attention to the question, and had caused borings to be made on both shores of the Channel and also in its bed. He found that on the proposed line of the tunnel the chalk on the English coast descends to a depth of 470ft. below high water, and consists of 175ft. of upper or white chalk and 295ft. of lower or gray chalk; that on the French coast the depth of the chalk is 750ft. below high water, consisting of 270ft. of upper or white chalk and 480ft. of lower or gray chalk; and that the position of the chalk on the bed of the Channel, as ascertained by actual examination, nearly corresponds with the inferences drawn from geological inquiry. It also appears probable that there is no great fault or serious interruption in the continuity or regularity of the strata between the two shores on the proposed line of tunnel. As a general result of all the investigations, a report embodying the following conclusions was drawn up by the engineers concerned:—

"1. That there is a reasonable prospect that the work can be accomplished, but that it would be improper to deny that it is attended with a certain amount of risk.

"2. That this risk is limited to one contingency—viz. the possibility of sea-water finding its way by some unforeseen fissure into the workings in quantity too great to be overcome. Apart from this risk, tunnelling in chalk is easy and rapid, and the execution of a tunnel of the length of the one under consideration is only a question of time and expense.

"3. There seems to be no reason to assume that the tunnel would cost more than ten millions sterling, or that it could not be completed in nine or ten years.

"4. The question of risk would be fully solved by sinking land shafts on each coast, and driving the preliminary driftways. This portion of the work being safely accomplished, the remainder would be of an ordinary character.

"5. The possible loss would be measured by the cost of this preliminary work, which we estimate at one million and a half, and which could not exceed two millions, or, say, one-fifth of the whole cost of the tunnel.

"6. That this risk should be undertaken by the Governments of France and England, if after consideration they deem the importance of the work and the probability of its completion sufficient to justify them in doing so."

This report bore the signatures of John Hawkshaw, James Brunlees, William Low, Paulin Talabot, Michel Chevalier, and Thomé de Gamond. Coincidently with its completion, on the 17th of June, 1868, the Emperor gave audience to the committee, who presented to him an address signed by a large number of noblemen and gentlemen. Among the signatories were the Archbishop of York, the Dukes of Sutherland and Argyll, Lord Richard Grosvenor, Sir Watkin Williams Wynn, Sir Francis Crossley, Sir Daniel Gooch, M. Arles Dufour, Captain Tyler, R.E., Mr. Brassey, and more than a hundred members of Parliament, chairmen of banking and railway companies, and heads of great mercantile firms. The text of the address was as follows:—

"To His Majesty the Emperor Napoleon III.

"Sire,—We, the undersigned, subjects of Her Most Gracious Majesty the Queen of England, are informed that a committee of French and English gentlemen propose to ask your Majesty's support for the construction of a submarine tunnel, intended to connect the railways of England with those of the Continent—an enlightened double work, which has become necessary to facilitate the social intercourse which has so rapidly increased of late years between the inhabitants of France and England, and for the development of their trade and commerce.

"The realization of this noble enterprise, by strengthening the bonds which unite two great peoples, will be of immense advantage to both countries, and a memorable example of concord offered to other nations.

"We have the most earnest wish for the speedy success of the fruitful work, and we hope that your Majesty will deign to grant it your august protection.

"We are, Sire, with the most profound repect,

"Your Majesty's most obedient humble servants."

The Committee were at that time anxious to obtain an Imperial guarantee for the interest of the two millions sterling that might possibly be required for the driftways and other works before the practicability of making the tunnel was absolutely demonstrated. Their application was referred by the Emperor to a Commission, which after a time reported favourably as far as concerned the undertaking itself, but did not advise that the guarantee should be given. For many months negotiations were pending with regard to a concession from the French Government, and nothing but English official circumlocution seemed to stand in the way of its being granted, when the war with Germany broke out, and the whole project was for the time pressed out of sight by the events of that great struggle. With the restoration of order in France the question has been once more opened. The English Government has signified its consent to the concession being granted, and the projectors no longer ask France for either money or guarantee. Permission to proceed is all that is wanted; and, this once accorded, the scheme would be immediately launched and actively carried forward. We yesterday recorded the formation of a company for the commencement of preliminary works, and, if these prove successful, for the completion of the whole undertaking.

It will be seen from the foregoing that the directors of the new company, if their first explorations are successful, will probably be called upon to choose between the line advocated by Messrs. Low and Hawkshaw, which would be carried entirely through gray chalk, and that last put forward by M. de Gamond, which would be carried through greensand near the English shore, where pumping would be easy, and thence forward through impermeable beds of Oxford and Kimmeridge clay. M. de Gamond has consented, we are informed, to the suggestion that the choice shall be ultimately determined by preliminary borings at each of the proposed termini, by which the exact character of the strata at each will be determined, and the flow of water likely to be encountered will be ascertained. If M. de Gamond's line should be selected, the directors would have to decide for or against the adoption of his plan of an artificial port on Varne Bank—a plan which is, of course, only an adjunct of the main scheme, and in no way essential to the completeness or success of the tunnel itself.

(TO BE CONTINUED.)

THE COMMENTARIES OF NAPOLEON I.*

II.

(*Times*, Jan. 10.)

[CONCLUDED FROM THURSDAY'S "BOMBAY GAZETTE."]

Napoleon, at a well-known conjuncture, disobeyed the orders of the Directory, for he believed they would be fatal to his army, and the result more than justified the act. He lays down the general proposition that a commander-in-chief is not relieved from responsibility if he follows injunctions which he is satisfied are rash and unwise; he ought to decline to carry them out. This maxim ought to have been remembered by MacMahon before he broke up from Chalons:—

"Had Napoleon executed the orders of his Government, he would have marched with 20,000 men upon Rome and Naples, leaving the rest of the army under Mantua with Kellerman in command. In that event Italy and the army would have been lost. He would only have obeyed the order of a higher authority; but he would not the less have been to blame. A commander-in-chief is not relieved from responsibility by the order of a Minister or of a Sovereign not upon the spot, or who is wholly or partly ignorant of the exact state of existing circumstances. 1. A commander-in-chief, who undertakes to carry out an operation which he thinks misconceived or disastrous, commits a crime; it is his duty to make objections, to insist upon a change, to offer to resign rather than become the instrument of ruining his troops. 2. A commander-in-chief who, in consequence of superior orders, fights a battle which he is assured he will lose is equally criminal."

Napoleon insisted on the expediency of fortifying the capitals of States; and to a discerning judgment the last great campaign affords strong confirmation of his views. The defences of Paris enabled France to prolong the war beyond all expectation, exposed the invaders to serious dangers, and actually caused the final issue to appear doubtful for some months, though the nation had suffered unparalleled reverses, and the most ruinous mistakes were made in the general operations of the French. Napoleon's remarks seem almost prophetic:—

"How, it is said, can you fortify cities of which the circumference is immense? Eighty or a hundred thousand people, 50,000 or 60,000 soldiers, 80 or 1,000 cannon in battery. But 60,000 soldiers make up an army; would it not be better to employ them in the field? This objection is commonly made against large fortresses, but it is unsound, for it forgets the difference between a soldier and a man. To defend a great capital 50,000 or 60,000 men may be needed, but not 50,000 or 60,000 soldiers. At moments of great disasters and defeats States may be without soldiers, but they will always have men for their defence at home. 50,000 men, with 2,000 or 3,000 artillerymen, will defend a capital and keep an army of 300,000 or 400,000 men at bay; but these 50,000 men, if they are not real soldiers, commanded by experienced officers, will be set to flight by 3,000 horsemen."

Napoleon may have, perhaps, exaggerated the importance of a commander-in-chief in deciding the issue of military operations, and have underrated discipline, organization, and numbers; but history is, on the whole, on his side:—

"A general is the head, the soul, of his army. It was Cæsar, not the Roman army, who conquered Gaul; it was Hannibal, not the Carthaginians, who brought terror to the gates of Rome; it was Alexander, not the Macedonian army, who made it famous; it was Turenne, not the French, who reached the Weser and the Inn; it was Frederick the Great, not the Prussian army, who defended Prussia during seven years against the three chief Powers of Europe."

The first mental requisite of a general, he insists, is judgment and freedom from illusions:—

"The highest quality of a commander-in-chief is a cool intellect, which takes in right impressions of things, is never excited, is not dazzled or disturbed by good or bad news. He ought to be able to classify and give their proper significance to all the reports which may come to him in the course of the day, for good sense and just conclusions are the result of comparing intelligence well weighed and estimated. There are men who, owing to their moral or physical constitution, see only through their imaginations. However great may be the intensity of the brilliancy or high the courage and attainments of such men, nature has unfitted them to command armies or to direct great military operations."

The great moral requisite is strength of character:—

"A general ought to have as much strength of character as talent. Sometimes we have great talent and no strength of character are unfit for war—it is like a ship all sails and no ballast; they would do better with less talents and more strength of character. Men who have only moderate talents and strength of character in proportion often succeed in this art: the column and the pedestal ought to harmonize. A commander with great talents and great strength of character may be a Cæsar, a Hannibal, a Turenne, a Prince Eugene, a Frederick the Great."

For mere "systems and compendiums" of the art Napoleon entertained profound contempt. Original genius and attentive study of the operations of great commanders are, he asserts, the real conditions of mastering the principles of military science:—

"Generals in chief are guided by genius and by experience. Tactics, evolutions, the science of the engineer and of the artillerist may be learnt in treatises like grammar; but a knowledge of the higher parts of war can be acquired only by experience and by meditating on the history of war and on the achievements of great captains. We do not learn in a grammar how to compose the *Iliad* or a tragedy of Corneille."

These volumes, as we have said, contain some excellent observations on tactics; but in this branch of the art of war Napoleon's eminence was less conspicuous than in the combinations of strategy. The principal rules he lays down are that there is no definite order of battle, that formations ought generally to be adapted to the local accidents of the field, and that the three arms ought to support each other. Though he was an admirer of the great classical chiefs, he thoroughly understood the essential difference in war caused by the invention of firearms; and he makes these remarks on the distinction between ancient and modern orders of battle, misunderstood by the pedants of his time:—

"A Roman army arrayed itself in three lines at short intervals between each, the cavalry being on the wings. The arrangement was mechanical; it required neither invention nor talent, nor experience. With the moderns, on the other hand, the occupation of a position for a camp or an engagement is subject to so many conditions that it requires experience, insight, and genius. It should be the duty of the commander-in-chief, for there are many ways of occupying a position, to choose the best under the same position. No uniform rules can be laid down; there is no natural order of battle in modern warfare."

He insists that the order of battle ought usually to conform to the peculiarities of the ground, though other circumstances must be taken into account:—

"The manner of occupying a position for a camp or to give battle depends on the field itself, and a variety of circumstances; it varies according to these, and should be decided by the commander-in-chief."

That the three arms ought always to act together was, perhaps, his principal tactical maxim. He says:—

"The three arms can never dispense with each other; they ought always to be so placed as to give mutual assistance."

He condemns especially the employment of infantry without sufficient guns:—

"Good infantry are the mainspring of an army; but the best infantry becomes demoralized and is destroyed if it has to contend against very superior artillery. A general with better infantry and a weak force of guns may obtain advantages in a campaign, but if his adversary is stronger in artillery this will be painfully felt in a general action."

Like all great commanders, he attached much importance to really good cavalry, though it is doubtful if he made the best use of it. He says:—

"Charges of cavalry are efficacious at all periods in a battle—the beginning, the middle, and the end; they ought to be executed whenever the enemy's infantry exposes its flank, especially if it is engaged at the same time in front."

He makes these observations on the importance of field works in modern war, and thought that this branch of engineering science had not been sufficiently developed. Great progress, however, has been made since his time:—

"The principles of field fortification require improvement. This part of the art of war is susceptible of much amelioration."

It is remarkable that he fully appreciated the merits of the local organization of armies adopted by the Germans, though he had never leisure to adopt it himself. He speaks thus of what he conceived would be an almost perfect system:—

"The French Empire contained a population of more than 40,000,000 souls. It was to have been divided into 40 districts, each with a million of inhabitants. A regiment was to be raised and recruited in each district. A remedy would have been found against the provincial spirit by a provision that all the officers and half of the sub-officers of each regiment should belong to districts different from its own."

Recent experience seems to be rather against the value in war of old soldiers, but let us hear Napoleon:—

"The service of the recruit ought to be extended to ten years, that is, until he has reached the age of thirty. He ought then to be liable to serve in the reserve. Man is in his greatest strength from his thirtieth to his fiftieth year; that is the best age for the soldier."

Napoleon's views as a politician are fully developed in these volumes. The most striking of his characteristics is his reverence for the power and traditions, the pomp and stateliness of the Ancient Régime, and his profound dislike of the Revolution, and contempt for its fanatical theories. He calls Louis XVI. an injured Messiah, denounces his death as an inexpiable crime, declares that the mission of the Empire was to reconcile France and her new interests with the old order of things in Europe, and ridicules the "ideology" and the school of Rousseau and the Republican propaganda as national plagues. He boasts that as soon as he found himself at the head of an army he endeavoured to stop the "war of opinion" preached by the Directory, and he claims credit for reducing the contest to one between ordinary belligerents, for making treaties with aristocracies and kings whenever he found it suit his purpose for quieting the Revolutionary mania, for reviving the secular policy of Richelieu in the relations of France with foreign countries. In this conduct he undeniably displayed the sagacity and the craft of a statesman; and the treaties of Luneville and Amiens were due, in part, to his political tact as well as to his military skill; but it is not less true that by opposing the intellectual ideas of the Revolution and by making self-interest, glory, and force, the guiding principles of the Empire, he gradually destroyed whatever was noble and generous in the great movement of France, and ultimately turned all Europe against her. It is curious, too, that while he condemns the ambition and violence of the Directory, its rapacity and its aggressive spirit, he seems unconscious that he is pointing the censure of History against himself. The following *resumé* of the policy of France from 1796 to 1800 will serve for an account of his own, in its results at least, if not in its motives:—

"The general system of the Directory was to domineer, to disregard justice, the Constitution, and reason, to divide in order to rule, to proscribe, to enrich its dependents, and to disturb Europe."

In enumerating the reasons which induced him to negotiate the Treaty of Campo Formio he seems unaware of their paltriness:—

"It was the interest of Napoleon to make peace. France needed peace; and glory and the esteem of the French people were means for him to attain the height of his ambition."

He avowed boastfully the Machiavellian spirit which prompted his negotiations with Austria and induced him to sacrifice Venice to her:—

"The Republic of Venice was an aristocracy; it was an object of the greatest interest to the Cabinets of St. James's and St. Petersburg; the House of Austria would, by appropriating it, excite to the highest pitch their jealousy and displeasure. . . . The French negotiator resolved to put an end to the war of principles between the oligarchy reigning in London, Vienna, and St. Petersburg, and the Republicans of Paris, a war which isolated France; to throw an apple of discord among the Allies, to change the position of the question, to arouse new passions, to create new interests."

He describes complacently his spoliations and exactions in Italy in 1796, though it must be added that he did not set the example of this outrageous rapine:—

"The Duke of Parma was of no political importance; nothing was to be gained by taking possession of his States. Napoleon allowed him to administer them, imposing on him, as a condition of an armistice, every sacrifice of which they were capable. Thus all the advantages of government were obtained without any of the troubles. It was the wisest and most simple plan."

He boasts that he inaugurated the system of robbing nations of their treasures of art:—

"On this occasion Napoleon imposed a contribution of paintings and statues for the museum at Paris. This was the first example in modern history of the kind. Parma supplied twenty paintings, among others the Famous St. Jerome."

His political observations sometimes reveal true insight and discriminating genius. Fifty years before the event he prophesied the great movement towards national unity, which grew out of the Italian wars, and he seems to have felt that he had been made an instrument to promote this object. The following, written in 1820, is curious:—

"Although the south of Italy is separated by its situation from the north, Italy is nevertheless a single nation. The unity of manners, of language, of literature, must at some future period, more or less distant, combine all its inhabitants under a single Government. Opinions are divided as to what will be the future capital of Italy. I think that Rome, although it does not possess every advantage, will assuredly be the capital of the nation some day or other."

The following has a strange significance, as we look back on the history of the last five years, and think of Sadowa, of Sedan, and of the Revolution of the 4th of September, 1870:—

"Had it been my fate to have been born a German prince, I would assuredly have succeeded in ruling over 30 millions of Germans formed into a nation; and from my knowledge of that race, I do not think, if they had once elected and proclaimed me their Sovereign, they would have deserted me and left me here. But, however that might have been, Germany will, sooner or later, acquire her unity. The impulse towards it already exists; and I doubt if, after my fall and the termination of my policy, any other system is possible in Europe than the agglomeration and confederation of great nations."

It is an interesting question how far the maxims on the art of war of this great man are applicable at the present time. It may safely be asserted that the general principles of strategic science laid down by him are as true now as ever they were; and Von Moltke has declared that the art of war changed more decidedly during the period between the Great and Napoleon, than between Waterloo and Sadowa. It should be the object of a general now, as in the days of Jena and Austerlitz, to understand perfectly the theatre of war, to have a well-laid and matured plan, to operate on decisive points, to assail the enemy where he is most vulnerable, to have his army always prepared, to avoid being defeated in detail, to combine turning movements with direct attacks, to reach, if possible, the flank and communications of his adversary without exposing his own to danger. But, as Jomini remarked some years ago, and as recent experience has proved, the modes of attaining some of these ends have been to a certain extent modified; and a few of Napoleon's subordinate rules and illustrations of military combinations require to be in part qualified. Thus, as we have said, operations by distinct armies, on separate lines, are less likely to be objectionable, and will be more common in future than they would have been forty years ago; and Napoleon's system of interior lines, as the same great critic has pointed out when commenting on the campaign of 1813, will probably produce less striking results with the immense armies of the present day than it did in the campaigns of 1796 and 1814. With respect to tactics, the dense formations, the heavy masses, and the manœuvres which rather aimed at effect than at strength of fire and real charges—these characteristics of the French Revolutionary wars, adopted afterwards by Napoleon, have become in a great measure obsolete; but the principles of strategy are sound principles than a revolution altogether new. The great improvements effected in modern small-arms and artillery science have increased the difficulty of forming an order of battle, have separated by a wider distance the front of armies about to engage, have multiplied the responsibilities of the Commander-in-Chief, have caused formations to be less deep, have made skirmishing of greater importance, have compelled troops in attack and defence to have more than ever recourse to cover, have certainly lessened the power of cavalry as an offensive arm against unbroken infantry, and, speaking generally, have augmented the value of intelligence and skill in the individual soldier; but it is a mistake to suppose that all this has made the art of war essentially different from what it was in the days when Napoleon proved himself a master of it.

* Commentaires de Napoleon I. 6 tomes. Paris, 1870.

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

1326 Augusta, Raynes—Farnham & Co.
881 Bella Maria, Williams—The Captain.
1272 Lord Clyde, Simpson—Finlay, Muir & Co.
939 Khimjee Oodowjee, Leighton—Edward Bates & Co.
1436 Knight Commander, Stap—Finlay, Scott & Co.
1363 Manilla, Hamilton—Finlay, Muir & Co.
1001 Norah Greame, Robinson—Edward Bates & Co.
1059 Prince Patrick, Graham—Frazjee Sons & Co.
1307 Prince Leopold, Irvine—The Captain.
1033 Sam Mendel, Murdock—Scott and Wilcox.
867 Undaunted, Young—Sir Charles Forbes & Co.

FOR FALMOUTH.

861 Ceres, Cochran—Ritchie, Steuart & Co.

FOR HAVRE.

1020 Glenavon, Smith—Lyon & Co.
1610 Ivanhoe, Herrimann—The Captain.

FOR CALCUTTA.

1093 Stamboul, Taylor—Stenhouse & Co.

FOR PENANG.

520 Henry Sempi, Guerin—The Captain.

FOR ANTWERP.

544 M. de St. Aldigonde, Gocats—The Captain.

NOT FIXED.

1500 Astarte, Wemyss—W. Nicol & Co.
560 Backia Letchmy, Walkey—Bhy & Mackintosh.
955 Bombay, Jordon—Ewart, Latham & Co.
759 Chanticlur, Stuber.
759 Chanticlier, Stuber.
933 City of Pekin, McEarchon—W. Nicol & Co.
858 Corcolar, Bremen—Knoop & Co.
598 Corrientes, Joste—Bombay Gas Co.
1400 Cora, Coombs—Grendon, Tippet & Co.
1492 Inspector, Atwood—The Captain.
514 Joyce Phillips, Mumford—H. J. Limestjee.
1013 Kate Devonport, Duncan—N. Maneckjee Pitty.
1116 Lord Clyde, Ellis—R Framjee.
938 Louisa, Liver—Th Captain.
1249 Malabar, Douglas—W. Nicol & Co.
1013 Motussilite, Rae.
583 Ocean, Roturier—N. Ardaseer & Sons.
843 Oliver Madeleine, Desbats—Ewart, Latham & Co.
947 Sea Queen, McBride.
1110 Simla, Salter—Farnham & Co.
1219 Tethys, Evan, Edward Bates & Co.
1193 Thunderbolt, Goldsworthy—Scott & Willcox.
1132 Tim Wolffler, Dettier—Volkart Brothers.
1434 Westminster, Gross—James Duncan & Dalbach.

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OVERLAND ROUTE.

2092 Kedive (s), Steward—P. & O. Co.
3763 Mirzapoor (s), Parish—P. and O. Co.

FOR LIVERPOOL.

1746 Derby (s), Newman—Wallace & Co.
1441 Dorman (s), French, W. Nicol & Co.
1397 Neera (s), Hanson—Stearns Hobart & Co.
762 Stirling (s), Boysen—W. & A. Graham & Co.

FOR GENOA, &c.

765 Persia (s), Merillo—Volkart Brothers.

FOR CHINA, &c.

1222 Ellora (s), Rabot—P. & O. Co.

NOT FIXED.

795 Ada (s), Thatchell—W. Nicol & Co.
1070 Behar (s), Blake—P. and O. Co.
1482 Columbian (s), Stewart—P. & O. Co.
1746 Hindoostan (s). Rosk ll—P. & O. Co.
1313 Nachimoff (s), GrekJe—H. B. Todch & Co.

COUNTRY TRADERS.

FOR PERSIAN GULF.

363 Prince of Wales, Nacoda—C. Rowjee.

FOR PENANG AND SINGAPORE.

535 Kate Swanton, Nacoda—Shaik B. Allum.

FOR ZANZIBAR.

532 Sulleman Shaw, Nacoda—J. Sewjee.

FOR CALCUTTA VIA COAST.

436 Futel Rahaman, Nacoda.

FOR COLOMBO.

151 Keerata Roodrin, Nacoda—D. B. Ghandy.

ROYAL NAVY AND BOMBAY MARINE.

1874 Abyssinia, James—(Harbour Defence.)
309 Clyde.
472 Dagmar—Steam Tug.
1966 Dalhousie, Hewett.
2167 Madala, Palmer—(Harbour Defence.)
408 Sind.

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

2670	Denmark	July 8
1211	Ganges	July 1
1428	Prince Eugene, Smith	July 15
879	Lord Ashburton	Sept. 8
1192	Asiana	Sept. 29

FROM LONDON.

1200	Centurion,—Thomas Steuart & Co.	
1293	Dharwar, Freebody—Sir Charles Forbes & Co.	Aug. 12
531	Davercourt, Heigho	Sept. 28
	Torioddale—Thomas Steuart & Co.	

FROM CALCUTTA.

816 Ismael

FROM CLYDE.

867	Undaunted	Sept. 1
1357	Saladin	Sept. 14
993	Camperdown	Sept. 30

FROM NEWCASTLE.

1089	Cavalier	June 30
873	Virginia	Aug. 28
847	Alma	Sept. 25
779	Johanna Wilhelmina	Oct. 6
1300	Hoogly	Oct. 7

FROM SHIELDS.

798	Alaska	July 20
974	Glen Monarch	July 22
	Maria	Aug. 19
1067	Mary and Emma	Aug. 24
819	Flora	Sept. 23

FROM BOSTON.

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